REGISTERED No. 79—1872.

The Bombay Gazette.

No. 7,562.—New Series. BOMBAY :—MONDAY, MAY 5, 1873. Subscription in Advance. {For a Year......Rs. 42 / For Six Months ..Rs. 24} Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, in advance	Rs. 42
Half Year „	„ 24
Three Months „	„ 14
One Month „	„ 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the Gazette is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	„ 2 8
Third do	„ 2 8
Fourth and succeeding insertions	„ 0 2½ As.

a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ „ „
Third and succeeding	2½ „ „

on he Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences : Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship PATNA, 1,780 Tons, 300 H.P., Commander G. Betts, will be despatched on SATURDAY, the 17th May 1873, at 4 P.M.

May 1873.		May 1873.	
Leave BOMBAY	17	Leave Alleppy	23
„ Rutnagherry	18	„ Tuticorin	25
„ Vingorla	18	„ Colombo	26
„ Carwar	19	„ Galle	27
„ Goa	19	„ Negapatam	30
„ Mangalore	20	„ Pondicherry	31
„ Cannanore	21	„ Madras June	2
„ Tellicherry	21	„ Coconada	4
„ Calicut	22	„ Vizagapatam	5
„ Beypore	22	„ Bimlipatam	5
„ Narrakal	23	„ Gopaulpore	6
„ Cochin	23	„ False Point	7
		Arrive CALCUTTA	9

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

During the South-west Monsoon, viz., from 17th May 1873, to the end of August, it is uncertain whether communication can be maintained with ports of Rutnagherry, Vingorla, Goa, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin, Alleppy. The Steamers will however call at these ports, weather permitting, but passengers for the Neilgherries may be landed at Narakal, six miles north of Cochin from whence they may proceed by back water to stations on the Madras Railway.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSREH.

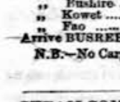
The s.s. PUNJAUB, 1,079 Tons, 200 H.P., Commander A. A. Bansard, will be despatched on FRIDAY, the 9th May 1873, at 2 P.M.

May 1873.		May 1873.	
Leave BOMBAY	9	Leave BUSREH	28
„ Kurrachee	13	„ Fao	28
„ Guadur	14	„ Bushire	30
„ Muscat	16	„ Bahrein	30
„ Bunder Abbas	18	„ Linga June	2
„ Linga	20	„ Bunder Abbas	3
„ Bushire	22	„ Muscat	5
„ Kowet	24	„ Guadur	7
„ Fao	24	„ Kurrachee	10
Arrive BUSREH	25	Arrive BOMBAY	13

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a Steamer to Kurrachee every FRIDAY.

The Steam-ship KURRACHEE, 810 Tons, 120 H.P., Commander R. Henderson, will be despatched on FRIDAY, the 16th May 1873, at 2 o'clock.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co. Agents.

SURAT AND GOGO FERRY.



STEAM FERRY (under Contract with Government).—A STEAM FERRY BOAT plies between SURAT and GOGO.

FARES FROM SURAT TO GOGO.

First Class	Rs. 5 0
Second Class	„ 3 8
Third Class	„ 1 8
Horses	„ 4 0
Carriages	„ 4 0

Until further Notice, the Steam Ferry Boat will leave Gogo every MONDAY, WEDNESDAY, and FRIDAY, and Surat every TUESDAY, THURSDAY, and SATURDAY.

Further particulars can be learnt on application to the Undermentioned Agents :—

FEEROZSHAH SHAPOORJEE at Surat.
DINKER NARRAYEN at Gogo.

Or to the Undersigned at Bombay.

J. A. SHEPHERD.

No 33, Meadow Street, Bombay, 9th October 1872.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.



THE Steamer CALYPSO, 1,713 Tons, 250 H.P., will be despatched for TRIESTE on or about the 10th May. This Steamer has good accommodation for Passengers.

RATES OF PASSAGE,

Including a liberal Table (exclusive of Wine and Liquors) and transit through Egypt, also free conveyance of 3 cwt. luggage.

	Cabin.	Deck with Food.
To Trieste	£40	£19-0
To Port Said	£30	£14-6
To Suez	£28	£13-7

Children under 3 years of age, Free ; above 3 and under 10 years, Half Fare.

The Imperial Mail Steamer JUNO, 3,124 Tons, 400 H.P., will be despatched for Trieste on or about the 10th June. This Steamer has excellent accommodation for a considerable number of Passengers.

RATES OF PASSAGE.

	I. Class.	II. Class.	Deck.
To Trieste	£45-0	£35	£19-0
To Port Said	£33-6	£23	£14-6
To Suez	£32-8	£22	£13-7

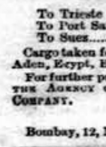
Cargo taken for Trieste, Venice, Constantinople and Odessa, Aden, Egypt, England, and the Continent generally.

For further particulars, and for Freight and Passage, apply to the Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.

Bombay, 12, Medows Street, 2nd May 1873.

STEAM COMMUNICATION WITH ITALY. (VIA SUEZ CANAL.)



ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.
Aden	£22	£15	£4
Suez	36	22	8
Port Said	38	24	9
Alexandria	39	25	9-10
Messina	50	34	14
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles (transhipment at Genoa)	52	35	14-10

(1st and 2nd Class: Including Wines. 3rd Class: Without Food.)

Children under 3 years, free of charge.
Children not above 10 years, half fare.

Next Steamers from Bombay :—

INDIA, on SUNDAY, 1st JUNE 1873.
PERSIA, on TUESDAY, 1st July 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 6th November 1871.

P. and O. S. N. COMPANY.

NOTICE.

ALTERATION OF SAILING DATES.

VIA THE CANAL.

The following or other FIRST CLASS SHIPS will SAIL on the undermentioned dates for SOUTHAMPTON, via the CANAL :—

INDUS ....3,478 Tons.....500 H.P., on 12th May.

FARE.

First Class	Rs. 660
Second Class	„ 360

GEORGE F. HENRY,
Superintendent.

Bombay, 3 Rampart Row, 8th April 1873.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 5th May, 1873, at 3 P.M., from Mazagon.



THE P. & O. Co.'s s. s. CEYLON, (2,012 tons, and 450 H. P.), Captain Robert Methven, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M., precisely, on the day of sailing.

CONTINENTAL RAILWAY TICKETS.—For the CONVENIENCE of PASSENGERS by the PENINSULAR and ORIENTAL COMPANY, RAILWAY TICKETS to PARIS and LONDON can now be obtained at the Company's Agencies at Suez, Brindisi and Venice.

GEO. F. HENRY,
Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 5th May, at 3 P.M., from Mazagon.

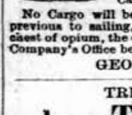


THE P. and O. Co.'s s. s. MASSILIA, (1,640 tons and 400 H.P.,) Captain C. Anderson, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 2nd May.

GEORGE F. HENRY, Superintendent.

TRIESTE AND VENICE.



THE Fine New Steam-ship GLADYS, 1,370 Tons, will sail for the above Ports about the 15th instant, and has excellent accommodation for a few first-class Passengers.

Rate of Passage Money, exclusive of Wines, &c, which can be had on Board, £35.

For Passage and further particulars apply to

LAWRENCE & Co.,
Agents s.s. Gladys.

FOR LIVERPOOL, VIA SUEZ CANAL.

(To be despatched hence about 18th Instant.)



THE Steam Ship STRATHCLYDE, 1,400 Nett Registered Tons, expressly built for the East India and China Trade. This fine Steamer has extensive First Class Passenger accommodation of an unusually superior description.

Rates of Passage are :—

FIRST CLASS TO LIVERPOOL	£50
SECOND „	£30
FIRST „ SUEZ	£30

Exclusive of Wines, &c., which however can be procured on board.

For further particulars apply to

W. NICOL & Co., Agents.

Bombay, 4th April 1873.

LIVERPOOL VIA SUEZ CANAL.

To leave 16th May positively.



THE new full powered Clipper Steam-ship KILLARNEY, Captain H. O'Neill, 1,060 Tons Net Register, has very superior accommodation for First and Second Class Passengers, and expects to make passage Home in 27 days.

Rates of Passage Money, exclusive of Wines and Spirits, which can be had on board—

To LIVERPOOL, First Class	Rs. 500
Ditto Second Class	„ 300
To SUEZ, First Class	„ 300

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.

WILSON LINE.

LIVERPOOL VIA SUEZ CANAL.

To leave about 16th May.



THE s.s. XANTHO, 1,800 tons, 250 H. P., nominal, William Cosens, Commander, will leave as above. She has excellent accommodation for First and Second Class Passengers, with Saloon on Upper Deck, and carries a Surgeon and Stewardess. Rates of Passage Money, exclusive of Wines and Spirits, which can be had on board,

FIRST CLASS	Rs. 500
SECOND CLASS	„ 300

For passage and further particulars apply to

GRINDLAY, GROOM & Co.
W. NICOL & Co., Agents.

LIVERPOOL, VIA SUEZ CANAL.



MESSRS. HUGHES and NEPHEW'S well-known and favourite Passenger Steam-ships will SAIL from BOMBAY as under :—

About 15th May—"BELLONA," 1,900 Tons, 300 H.P., J. C. Shaw, Commander, (late of the well-known Passenger Ship "SIR WALTER SCOTT."

These magnificent full-powered Steamers are splendidly fitted up for Passengers and possess every comfort.

By special arrangement, each Steamer will carry an experienced Indian Surgeon.

Fare ....£45, exclusive of Wines, Beer, &c., but including Cabin Furniture, Bedding Linen, &c.

For Passages only, apply to the Undersigned, who will supply all information.

Plans of the Cabins can be seen at the Office.

JOHNSON & Co.,
Ship-Brokers.

Nesbit Lane, Fort, Bombay.

LIVERPOOL VIA SUEZ CANAL.



THE magnificent full-powered Clyde-built Steam-ship "LEITH," 2,000 Tons, 200 H.P. nominal, J. Barnetson, Commander, will sail from BOMBAY for LIVERPOOL about 20th May.

This Steamer has large airy SALOON and CABINS, and is admirably adapted for Passengers.

FIRST CLASS FARE ....Rs. 450,

(Exclusive of Wines, &c.)

For Passages only apply to the Undersigned, who will give all information. Plan of the Cabins can be seen in the Office.

JOHNSON & Co.,
Ship-Brokers.

Nesbit Lane, Fort, Bombay.

"HARRISON LINE."

OUTWARD VOYAGE 28 DAYS.
(Including all Stoppages.)



THE new and powerful fast Steam-ship "CHANCELLOR," 2,000 Tons (sister vessel to the s.s. "AMBASSADOR), will sail from BOMBAY for LIVERPOOL, via SUEZ CANAL, about 15th May.

This Steamer has been specially built for the East Indian Trade, and the Saloon and Cabins are well ventilated and fitted up with every improvement, luxury, and comfort.

FIRST CLASS FARE ....Rs. 500,

(Exclusive of Wines, &c.)

For Passages only apply to the Undersigned, who will give all information.

JOHNSON & Co.,
Ship-Brokers.

Nesbit Lane, Fort, Bombay.



STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders:—

FARES FROM BOMBAY TO

Class.	Rewas.		Dhurumtur.		Oorun.		Hog Island.		Oolwa.	
	Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.
First Class	2	0	3	0	2	0	2	0	3	0
Second Class	0	12	1	0	0	8	0	12	0	12
Third Class	0	6	0	8	0	4	0	6	0	6

The Rewas and Dhurumtur Ferry Steamer leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M. The Oorun, Hog Island, and Oolwa Ferry Steamer leaves Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M. Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay.

HOMEWARD PASSENGERS VIA BOMBAY.

PASSAGES to SUEZ and EUROPE ENGAGED, without CHARGE for COMMISSION and BAGGAGE RECEIVED and SHIPPED.

PAY and FUND ALLOWANCES Realised.

CIRCULAR NOTES issued payable in EGYPT and throughout EUROPE.

BANK of ENGLAND NOTES, SOVEREIGNS, and NAPOLEONS supplied.

BILLS GRANTED on Messrs. Grindlay & Co., London, at the Exchange of the Day.

APPROVED DRAFTS on Calcutta and Madras, on demand, and GOVERNMENT CURRENCY NOTES of any Circle of payment received at par.

GRINDLAY, GROOM & CO., Bombay.

Correspondents.

Grindlay & Co., London. Grindlay & Co., Calcutta.

TOILET LUXURIES.

BY D. S. KEMP & CO.

In view especially of the approaching hot weather and its exhausting influences, we strongly recommend the following preparations, which will be found to increase in no small degree the healthful pleasures of the daily toilet :—

FLORAL MOUTH ELIXIR.

A few drops on the Tooth Brush form a delicious substitute for Tooth Powder. It produces a most agreeable froth, thoroughly cleanses and whitens the Teeth, is an effective disinfectant, and leaves an abiding fragrance in the mouth. *Unlike solutions of Soap, it does not relax the Gums.* All should use it.

PER BOTTLE—Rs. 1-8 & Rs. 4.

EQUATORIAL HAIR DOUCHE.

The most agreeable of all Toilet preparations. Immediately arrests the loss of Hair, and will *ensure health to the capillary system during a long life.* It contains no Cantharides or other *irritant;* but acts by protecting and assisting the natural processes.

PER BOTTLE—Rs. 1-8 & Rs. 2-8.

Both of the above are shown in the BOMBAY EXHIBITION.

D. S. KEMP & Co.

SALES BY AUCTION.

NUSSERWANJEE, CULLIANDASS & CO., 40, Meadow Street.

WEEKLY SALE.

On WEDNESDAY, the 7th instant, Messrs. NUSSERWANJEE, CULLIANDASS and Co. will sell by Public Auction, at 2 o'clock P.M., at their Rooms, No. 40, Meadow Street.

A few lots of Sundry Goods and Piece Goods.

On account and risk of Madhowjee Geerdhur—

J S—W—515-22—1 Case T. Red Prints.
R Z—C—9041-43—1 „ ditto ditto
In Diamond K J No. 1-10—6 Cases Prints white ground.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 5th May 1873.

MENESSE AND COMPANY.

AUCTION SALE OF LANDED PROPERTY AT BHENDY BAZAR.

THIS DAY, MONDAY, the 5th instant, at 4 P.M., Messrs. MENESSE and Co. will sell by Public Auction, on the undermentioned premises, on account and at the risk of the Mortgagor Mulukhussun bin Mullukyat and by order of Abdoolhusson Goolam Hussun, the Mortgagee.

All that piece or parcel of land or ground with message or dwelling-house standing thereon, situate on the east side of Shaik Abdoola Pakmoray Street, it contains by admeasurement about 770 square yards and assessed under No 27 and registered in the book of the Collector of Land Revenue under No. 1214 and bounded on the east by sweeper's passage, on the west by Shaik Abdoola Pakmoray Street, on the north by the house of Curimbhoy Allibhoy, and on the south by the house of Ismal Saheb bin Ahmedsaheb Moker.

MENESSE & Co.

Bombay, 5th May 1873.

MEHRJEE, JOHNSTON, & Co., No. 28, APOLLO STREET.

AUCTION SALE of Valuable Landed Property at Duncan Road.

On THURSDAY, the 8th day of May 1873, at 4 P.M., Messrs. MEHRJEE, JOHNSTON and Co. will sell by Public Auction, on the premises, by order of Messrs. Hormusjee Burjorjee Cootar and Manekjee Tamoojee Antia Mortgagees, with the consent of the Official Assignee, and in Re Eorah Abdool Hooscin Dossajee Mortgagor, an Insolvent, the following valuable landed property, viz.

All that piece or parcel of land or ground containing by admeasurement five hundred and forty-nine square yards or thereabouts, registered in the books of the Collector of Land Revenue under Nos. 2,429, 3,129, and 2,810 with the messuage, tenement, or dwelling-house standing thereon, assessed by the Collector of Assessment under No. 6, situate on the west side of Duncan Road, in the sub-district of Mazagon, in the Island of Bombay, and bounded on the east by Duncan Road, on the west by a public passage, on the north by the property of Allybhoy Hussonbhoy, and on the south by vacant ground.

For further particulars and conditions of sale, apply at the Office of the Official Assignee, High Court, or to the undersigned.

MEHRJEE, JOHNSTON & Co.

Bombay, 5th May 1873.

BENNETT AND COMPANY, No. 4, FORBES STREET.

AUCTION SALE of valuable and handsome Household Furniture, best Plated, rich Crockery and Glassware, Piano, Carriages, Horses, &c., at Upper Colaba.

The date will be fixed hereafter. Messrs. BENNETT & Co. are instructed to sell by Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, &c., the property of Captain Warner.

Full particulars will be given hereafter.

AUCTION SALE of valuable and Handsome Household Furniture, Plated Glass and Porcelainware, &c., at No. 88, Malabar Hill.

On FRIDAY, the 9th instant, Messrs. BENNETT & Co. are instructed to submit to Public Auction, at his residence, at the abovementioned place, the valuable and handsome household furniture, &c., the property of J. G. Pickering, Esq.

Full particulars will be given hereafter.

AUCTION SALE of Valuable and Handsome Household Furniture, Plated, Glass and Porcelainware, a first-class Piano, &c., at Cumballa Hill.

On TUESDAY, the 13th instant, Messrs. BENNETT and Co. are instructed to submit to Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, &c., the property of H. E. Astley, Esq.

Full particulars will be given hereafter.

AUCTION SALE of Valuable and Handsome Household Furniture, Plated, Glass, and Porcelainware, Carriages, Horses, &c., at Breach Candy.

On THURSDAY, the 8th instant, Messrs. BENNETT and Co. are instructed to sell by Public Auction, at his residence at the abovementioned place, the Valuable and Handsome Household Furniture, &c., the property of HENRY FORMAN, Esq.

Full particulars will be given hereafter.

FOR SALE.

A light comfortable and handsome Buggy in excellent order. Rs. 5 0.

A Light Park Phaeton, latest pattern and in capital order. Rs. 600.

An excellent Milch Buffaloe, Mrs. Bouncer, has been carefully fed and gives 10 seers of delicious milk every day. May be had a bargain.

BENNETT & Co.

Bombay, 5th May 1873.

NEW ADVERTISEMENTS.

NOW READY,

BOMBAY GAZETTE OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
Single Copy.......... Annas 4

"Bombay Gazette" Office, Meadow Street, Fort.

NOW READY,

THE BOMBAY PRICE CURRENT AND SUMMARY OF TRADE,

Published once a week at the *Bombay Gazette* Office, on the departure of the Overland Mail for Europe.

The Bombay Price Current contains—

A Specially-Written Market Report.
Freight Report, &c.
Quotations of Imports and Exports, and Customs' Duties.

Comparative Summary of Exports from Bombay, up to date, as per Ships' Manifests, with the total Exports for the month, and for the same period as far back as 1863 and 1870 respectively.

Comparative Summaries of Imports of Piece Goods and of Yarn into Bombay from Great Britain up to date, with the total for the month and the same period as far back as 1863 and 1870 respectively.

Share List and Rates of Exchange.

List of Vessels in Bombay Harbour on the date of publication, and of arrivals and departures of Vessels during the week.

Annual Subscription in advance ......Rs. 10
Single Copy.......... Annas 4

"Bombay Gazette" Office, Meadow Street, Fort.

REWARD OF RUPEES 200.

NOTICE is hereby given, that certain BOOKS of ACCOUNT belonging to the Firm of SEWLALL MOTILALL, of Bombay, and amongst others 7 Books called CHITTY NOND from the Sumvut year 1918 to 1924 (both years inclusive), 1 SODA NOND for the year 1917-18, and another BOOK containing particulars of certain inaccuracies of the Accounts rendered by the INDORE BRANCH of the said Firm of SEWLALL MOTILALL are missing. Any person or persons who shall give such information to Mr. POKURMULL GOOROORAM, the present Moonim of the Bombay Branch of the said Firm of SEWLALL MOTILALL, as shall enable the said Firm to recover the said Books, will receive the above Reward. The address of Messrs. SEWLAL MOTILALL, in Bombay, is 99 Kalbadevi Road.

CRAIGIE, LYNCH, & OWEN,
Attornies for Sewlall Motilall.

J. NEUBERG,
GENERAL MERCHANT AND COMMISSION AGENT, BOMBAY.

WINES.

		Rs.
PORT WINE, old, full-bodied	per doz.	24
SHERRY, very Dry,—Green Seal, from Butler & Son.	„	25
Do. Stout, Rich.—Red Seal	„	27
Do. Extra fine, Dry.—Yellow Seal	„	30
Do. Prime Quality, by direct importation from Xeres	„	20

GERMAN WINES.

STILL HOCK.

			Rs.
MARCOBRUNNER	per doz.	quarts	35
NEROBERGER	„	„	35
LIEBFRAUMILCH	„	„	32
Do.	„	pints	17
RAUENTHALER	„	quarts	32
RUDESHEIMER	„	pints	13
WALPORZHEIMER (Red)	„	quarts	18
GEISENHEIMER	„	pints	10

CLARET.

By Th. BICHE-LATOUR, of Bordeaux.

MEDOC VIEUX, Breakfast Wine	per doz.	quarts	10
Ditto ditto ditto	„	pints	6
PAUILLAC, superior quality	„	quarts	12
Ditto ditto ditto	„	pints	6-8
MARGAUX, a very good Dinner Wine	„	quarts	16
St. JULIEN do. do.	„	„	18
SAUTERNE, very superior Wine	„	„	21

BURGUNDIES,

By J. POIDEVIN PERE, of Beaune.

MONTRACHET, 1862	per doz.	quarts	48
POMMARD	„	„	24
SAVIGNY	„	„	20
BEAUNE	„	„	16
CHABLIS	„	„	18

CHAMPAGNE.

GRAND VIN DE CABINET, a very superior Dry Wine, by John Neuberg & Co., Rheims.	per doz.	quarts	40
Ditto	„	pints	21
SILLERY MOUSSEUX, by Vauban Frères	„	quarts	30
Ditto ditto ditto ditto	„	pints	16

SPARKLING MOSELLE.

Per Doz.	quarts	28
Do.	pints	15

Th. BICHE-LATOUR'S CELEBRATED BRANDIES.

COGNAC VIEUX, A-1 White Label	per doz.	Rs. 24
Do. Do. „ Green Label	„ „	„ 21

JUST RECEIVED PER S.S. YEDDO.

BASS' PALE ALE,
BOTTLED BY
STONE AND CO.,

Quarts in Cases of 3 dozen, Rs. 5-12 per doz.
Single dozens Rs. 6.
Pints in Cases of 6 dozen, Rs. 3-14 per doz.
Single dozens Rs. 4.

J. NEUBERG.

NEW ADVERTISEMENTS.

LIVERPOOL VIA SUEZ CANAL.

To leave about 15th May.



THE fine s.s. POTOMAC, 1,505 Tons, 150 H.P., W. LOUDON, Commander, will leave as above. She has excellent accommodation for Passengers. For rates of Passage Money apply on board, or to

MERWANJEE NUSSERWANJEE, Agent,
Apollo Street.

NOTICE.—CONSIGNEES per s.s. STRATHCLYDE are hereby informed of the ARRIVAL of the VESSEL, and requested to TAKE DELIVERY at once of their respective GOODS. No Claim will be admitted for damage or short delivery unless passed by the Captain before the departure of the Steamer.

W. NICOL & Co., Agents.

Bombay, 3rd May 1873.

MR. JAMES FREDERICK HOAR will SIGN our FIRM from THIS DATE.

ASQUITH & Co.

Bombay, 5th May 1873.

NOTICE.—The TIME of ARRIVAL of the MAIL TRAIN of the B. B. & C. I. Ry. Company has been CHANGED from 9-45 P.M. to 8-40 P.M. The change to have effect from the 4th instant.

E. C. GEORGE,
Offg. Postmaster.

Bombay, General Post Office, 3rd May 1873.

TREACHER & Co. (Limited).

NOTICE.—In consequence of the general and repeated ADVANCE of PRICES in the Home Markets, all CATALOGUES, TARIFFS, &c., current, previous to this date, are CANCELLED.

GEO. PUGH, Manager.

1st May 1873.

TO DRAUGHTSMEN, ESTIMATORS, and COMPUTORS.—WANTED for the Office of the Chief Engineer, Punjaub Northern (State) Railway, Lahore, a thoroughly qualified person in the above capacities. Salary Rs. 150 per mensem. The appointment is subject to one month's trial. Applications with copies of testimonials should be addressed to

OFFICIATING CHIEF ENGINEER,
P. N. (S.) Railway.

Punjaub Northern (State) Railway, Chief Engineer's Office, dated Lahore, 29th April 1873.

THE MAZAGON LAND COMPANY, Limited, (in Liquidation).—NOTICE is hereby given, that a GENERAL MEETING of the SHAREHOLDERS of the MAZAGON LAND COMPANY, Limited, will be HOLDEN at the Office of the Company, No. 23, Shamjee Hassajee Street, Mandvee Bunder, on THURSDAY, the 5th day of June next, at 2-15 of the clock in the afternoon, to receive the Final Account of the Liquidator, to confirm his acts, and dissolve the Company. —Dated this 3rd day of May 1873.

MUNCHERSHA BAJONJEE, Liquidator.

THE MAZAGON LAND and RECLAMATION COMPANY, Limited, (in Liquidation).—NOTICE is hereby given, that a GENERAL MEETING of the SHAREHOLDERS of the MAZAGON LAND and RECLAMATION COMPANY, Limited, will be holden at the Office of the Company, No. 23, Shamjee Hassajee Street, Mandvee Bunder, on THURSDAY, the 5th day of June next, at 2 of the clock in the afternoon, to receive the Final Accounts of the Liquidators, to confirm their acts, and dissolve the Company.—Dated this 31st day of January 1873.

JAMES DICKSON,
BYRAMJEE CURSETJEE GHANDEE,
Liquidators of the Mazagon Land and Reclamation Co., Ld.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HATTON COURT, THREADNEEDLE STREET, LONDON,
Incorporated by Royal Charter.

COURT OF DIRECTORS.—1872-73.

ANDREW CASSELS, Esq., *Chairman.*

Frederick W. Heilgers, Esq. | Wm. Macnaughtan, Esq.
John Jones, Esq. | Wm. Patterson, Esq.
Thomas Lancaster, Esq. | Ludwig Wiese, Esq.

Manager—John Howard Gwyther.
Sub-Manager—James Macdonald.
Secretary—Wm. Charles Mullins.

London Bankers. { The Bank of England. / The City Bank.

PAID-UP CAPITAL—£800,000.

BRANCHES AND AGENCIES.

BOMBAY. CALCUTTA. AKYAB. | RANGOON. SINGAPORE. BATAVIA. | HONGKONG. SHANGHAI. HANKOW.

THE BANK'S AGENCY IN BOMBAY

GRANTS DRAFTS on its HEAD OFFICE and LONDON BANKERS, as well as on the other AGENCIES and BRANCHES ;

NEGOTIATES, and RECEIVES for COLLECTION, BILLS of EXCHANGE; EFFECTS REMITTANCES in the Bank's own Drafts, without charge for Commission ; and conducts all kinds of General Banking Business.

INTEREST.

On Current Deposit Accounts interest is allowed at 2 per cent. per annum, on the minimum Monthly Balances, up to Rs. One Lac, but no interest will be allowed on balances of less than Rs. 1,000.

DEPOSITS OF MONEY

Are received at Call and for Fixed Periods, on terms which may be learned on application.

All Letters should be addressed, and Remittances made payable, to The Chartered Bank of India, Australia, and China.

JAMES SIMPSON, Agent in Bombay.

NOTICES.

FAVRE, LEUBA, & Co.

ARRIVED

BY THE LAST MAIL

A SMALL CONSIGNMENT OF

CARRIAGE CLOCKS,

WITH ALARM, DAYS, AND DATES,

STRIKING AND REPEATING THE HOURS AND HALF HOURS,

FOR RUPEES 195.

GAZOGENES

For the domestic production of

Soda Water, Lemonade, | Aërated Water, Gingerade,
and
Effervescing Wines.

The Apparatus is made of one piece of glass (whereby the chance of leakage is much diminished), and is, in the opinion of the Undersigned, who have sold many hundreds of different patterns, superior in convenience and durability to every other kind.

Each Rs. 12.

Measure for Powders Re. 1.
Crystalized Tartaric, Acid, per bottle Rs. 3.
Bicarbonate of Soda per bottle Re. 1-12.
Syrup of Lemon ....Qts. 1-8 Pts. 1.
Syrup of Ginger .... „ 1-8 „ 1.
Tonic Refresher .... „ 1-8.

D. S. KEMP & Co.

SEWING MACHINES! SEWING MACHINES!! SEWING MACHINES!!!



THE Celebrated WHEELER and WILSON'S GOLD MEDAL, SILENT WORKING LOCK-STITCH SEWING MACHINES, so well known for unrivalled excellence of work, easiness of comprehension, and simplicity of construction.

The following description of Machines always on hand for sale with spare Needles and other Accessories at the Office of the Undersigned :—

No. 1. Plain Table Mahogany or Walnut, Polished.
No. 2. Do. do. do. do.
No. 3. Do. do. do. do.
No. 4. Do. do. do. do.
No. 2. Half Case unpolished Walnut, or polished Mahogany or Walnut fit for Drawing Rooms.
No. 1. Full Case Mahogany or Walnut Polished. It has the appearance of a handsome Cabinet.
No. 1. Elliptic Hand Machine, fit for Ladies, or for those who may not like to use the treadles.

All Machines warranted. Orders from Up-country promptly executed when accompanied with Remittances or Reference for Payment. Each Machine accompanied with a book of reference. ressons for using the Machines given to purchasers gratis.

DOSSABHOY MERWANJEE & Co.,
No. 7, Parsee Bazar Street,

Sole Agents for Messrs. WHEELER and WILSON.

Agents :—

Poona.................. Dadabhoy Cowasjee Bootee, Esq.
Surat .... Sorabjee Eduljee Wadia, Esq.
Jubbulpore .... Baboo Moheschunder Chatterjee.

BY ROYAL COMMAND.

JOSEPH GILLOTT'S
CELEBRATED
STEEL PENS.

Sold by all Dealers throughout the World.

NOTICE OF REMOVAL.

D. S. KEMP & CO.,
CHEMISTS,
FROM 5, ELPHINSTONE CIRCLE, TO
SASSOON HOUSE,
7, ELPHINSTONE CIRCLE,
CORNER OF CHURCH GATE STREET.

MILLINERY ESTABLISHMENT.

ESTABLISHED IN 1851.

UXBRIDGE HOUSE, 7, CLARE ROAD, BYCULLA, BOMBAY.

MRS. LAKE,

MILLINER, DRESS MAKER, OUTFITTER, SILK MERCER, &c.

A LARGE AND CHOICE SELECTION OF

FASHIONABLE MILLINERY

ALWAYS IN STOCK.

ALL SUPPLIES RECEIVED PER "OVERLAND MAIL" STEAMERS.

WEDDING AND MOURNING ORDERS CAREFULLY ATTENDED TO.

"RIDING HABITS MADE TO ORDER."

LADIES' OWN MATERIAL MADE UP WITH CARE AND TASTE.

TERMS—CASH.

Orders from Outstations, to ensure immediate attention, should be accompanied by a remittance or reference for payment in Bombay.

HOT SEASON GOODS.

BY APPOINTMENT,

BADHAM AND COMPANY

HAVE just received, a Fresh Consignment of GOODS for the present Hot Weather : comprising Light Tweeds in every colour, Oxford Shirtings, French Shirtings, Silk and Wool, &c., &c.

TEN PER CENT. DISCOUNT FOR CASH.

GLOVES. (Nett.) Rs. a.
Ladies' White Kid Gloves ... P. Pr 2 12
Ladies' Colored Kid Gloves... „ 2 12
Gent's White Kid Gloves ... „ 3 0
Gent's Lavender Kid Gloves „ 3 0
Gent's Colored Kid Gloves... „ 3 0
Gent's Dogskin Gloves......... „ 2 12

COLLARS.
Shakespear, Realm, Suez, First Lord, Pall Mall, Grosvenor, West End, and a variety of other new shapes, per doz. ... 6 8

SCARFS.
Duke of Edinburgh, Napier, Teck, and Windsor ... 2 12
The Romal Satin ... 3 0
Washing Scarfs, in a variety of colors.

HATS.
Lincoln and Bennett's Black Silk Hats ... 15 8
Lincoln and Bennett's Drab Shell Hats ... 12 8
Black Felt Hyde Park, Brighton, Derby, Stanhope, and Scarboro' ... 6 8
Brown Felt do. do. ... 7 0
Drab Felt Cantab, Isis, and Chester.. 6 0
Sola Topies, new shape ... 5 0

HOUSEHOLD LINEN.
Damask Linen Table Cloths, Damask Napkins, Sheeting (Double and Single), Sponge Bags, from 1 8

JEWELLERY.
Gold Links, Solitaires, Shirt Studs, Pins, &c.

SHIRTS. (All new Patterns.) Rs. a.
Badham's Silk and Wool, each 9 0
Badham's Pure All-Wool, each 8 8
Badham's Oxford Cloth, each.. 6 8
Badham's Spun Silk... 12 0
Badham's French Cambric, per doz. 60 0
Badham's White Shirts, p.doz. 60 0

SLEEPING SUITS.
Badham's Oxford Cloth ... 11 0
Badham's Pure All-Wool ... 18 0
Badham's Silk and Wool ... 19 0
Badham's Spun Silk ... 22 0

TIES.
Black Eglinton and Tom-Thumb...... 1 0
Coloured „ „ „ ... 1 8
White Dress Ties, from ... 0 8

HELMETS.
Hawke's Regulation Helmet ... 18 0
Hawke's Regulation White Helmets, with brass Chin Straps & Spike ... 33 0
White Helmets, for Civilians ... 18 0
White and Drab Hunting Hats ... 15 0

OVERLAND CHAIRS.
English-made, with Leg Rest ... 11 0
Do. without do ... 10 0

UMBRELLAS.
Ladies' and Gent's Silk Umbrellas. White Cotton Lined Green.

HOSIERY. Rs. a.
Fine Brown Cotton Half Hose ... 12 8
Fine Fancy Striped, from ... 14 8
Fine Merino Half Hose, from ... 16 0
Knickerbocker, Ribbed, per pair...... 4 8
Fine Merino Under-vests, ½ doz. for 20 0
Fine Super India Gauze „ „ 26 8
Fine „ „ Drawers, each 6 0

OVERLAND SUITS.
Badham's Blue Serge Suits ... 30 0
Badham's Flannel Serge Suits ... 22 0
Badham's Scotch Tweed Suits ... 35 0

BRACES.
Best Indiarubber, Clarence & Cantab 2 0

HANDKERCHIEFS.
Fine White Cambric, Hemmed, per doz ... 5 0
„ „ „ Coloured Borders... 5 0
Fine Irish Cambric, from... 10 0

TRUNKS, &c.
Overland Trunks, Portmanteaux, Courier Bags, Hand Bags, Rugs, Straps, &c.

STICKS.
Gent's Walking Sticks and Canes.

TAILORING.

A large Stock of Coatings and Trouserings in every variety of material. Patterns and Instructions for Self-measurement sent post-free on application.

BADHAM & COMPANY.
23, RAMPART ROW. BOMBAY.

DURING THE HOT SEASON.

ASQUITH AND COMPANY

Will have ready for inspection at their

ESTABLISHMENT.

23, & 24, APOLLO STREET,

Several large and special Shipments.

A COMFORTABLE AND PERFECT FITTING SHIRT,

IN THE FOLLOWING CHOICE MATERIALS.

		Cash. Rs. a.	Credit. Rs. a.
OXFORD CLOTH.—All the new patterns in this favourite Material, which is cool, shrinkless, and absorbing	Six for	36 0	42 0
FRENCH PRINTED CAMBRIC, with Collars attached. Neat Stripes or Spots, the latest designs, fast colour	Six for	28 0	31 0
PRINTED CAMBRIC, with Collars attached; a strong useful Shirt	Six for	22 8	25 8
BEST LONGCLOTH, fine Linen Fronts and Cuffs with the new plain Military Front, for Indian washing	Six for	28 0	31 0
FINE LONGCLOTH, Cambric Front and Cuffs, made as above	Six for	22 8	25 8
SILK and WOOL. This quality is the best made, and rarely obtained in this country; neat, plain colours or Fancy Stripes, thoroughly shrunk	Six for	52	58 0
WOVE or FANCY PRINTED FLANNELS. The best Goods manufactured, a large choice for selection, thoroughly shrunk	Six for	49 0	56 0
DRESS SHIRTS, embroidered fronts	From	7 8	8 8

Special Note.—ASQUITH & Co. have now in Stock Two Hundred Dozens of PERFECT FITTING SHIRTS, in various Materials, ready for immediate use.

Cambric Handkerchiefs,

HEMMED AND WASHED FOR IMMEDIATE USE.

		Cash. Rs. a.	Credit. Rs. a.
Fine Scotch Lawn, Plain, White, or with Coloured Borders	per dozen.	5 0	6 0
Fine Irish Cambric, very thin and soft, with wide or medium Tape Borders or neat Fancy Cords. These goods are the best manufactured	do.	10 8	12 0
	do.	12 8	14 0
	do.	13 8	15 0
	do.	15 0	17 0
Best French Cambric, hem stitched	do.	22 0	25 0
Fine Irish Cambric with Coloured Borders	do.	15 8	17 8

SUPERIOR HOSIERY,
Double Feet and Heels.

Soft Cotton Socks.

		Cash. Rs. a.	Credit. Rs. a.
Fine Brown Cotton	Per doz.	9 8	10 8
Super do. do.	„	11 0	12 8
Fine Mixed Colours or Fancy Stripes	„	14 8	16 0
Extra Super do. do.	„	16 8	18 8
Best Fancy Stripes	„	18 8	21 0
Best Lisle Thread, plain	„	25 0	28 0
Best Balbriggan do. pure	„	28 0	32 0

GENTS' MERINO SOCKS,
Pure, Soft and Shrinkless.

		Cash. Rs. a.	Credit. Rs. a.
Plain Mixtures (Greys)	Per doz.	15 8	17 8
Superfine Drab or Fawn	„	17 8	19 8
Drab Fancy Stripes	„	17 8	19 8
Extra Super, assorted shades ; a thin comfortable Sock	„	21 0	24 0
Stout Merino, Plain Colours for Sportsmen	„	17 8	19 8

Knickerbockers.

		Cash. Rs. a.	Credit. Rs. a.
Best Ribbed Merino, Plain Colours, a special article	per pair	4 12	5 12
Cotton Bathing Drawers	„	2 0	2 4

TAILORING DEPARTMENT.

A special Shipment to hand of the lightest textures. New patterns in INDIA TWEED (a material specially introduced by A. & Co.) in every shade of Colour, light texture, and very strong.

	Cash. Rs. a.	Credit. Rs. a.
Double Breasted Coat and Trousers	27 0	31 0
Best Blue Serge, "Yarn Dyed"	27 0	31 0
Mixed Angola Suits	30 0	35 0
Riding Trousers or Breeches	25 0	28 0
Best Angola Trousers ...from	12 0	13 0
Visiting or Morning Coats	29 0	33 8
Superfine Dress Suits	75 0	85 0
Extra quality „ Lined Silk	85 0	95 0

Superior Washing Drills.

		Cash.	Credit.
Fancy Striped Trousers	Six	30 0	34 0
Karkee or White	„	30 0	34 0

ASQUITH AND COMPANY'S
Celebrated Sleeping Kit.

	Cash. Rs. a.	Credit. Rs. a.
Oxford Cloth shrinkless, cool, and absorbing ; the genuine material	10 0	11 8
Taffa Cloth, equal to the best Spun Silk for comfort, at half the price	10 0	11 8
Best Printed Cambric, neat Striped patterns	6 8	7 8
Best Wove Flannel, thoroughly shrunk, Plain or Striped patterns. These form a most comfortable Lounge Suit for early morning wear	17 0	19 0
Best Silk and Wool, a most valuable material for those who cannot wear Flannel, offering all the protection	17 8	19 8
Spun Silk, the best made, printed in all Colours, a large choice of the latest patterns for selection	23 0	26 0

Gents' Banians or Under Vests.

		Cash. Rs. a.	Credit. Rs. a.
Fine Gauze Merino Banians	Six for	14 0	16 0
Superfine Saxony	„	19 0	21 0
Best Super, Manufactured to Asquith & Co.'s Special Order, of the Best Merino, Shrinkless	„	25 0	28 0
Summer Merino, a Vest of medium substance	„	31 0	35 0
Real India Gauze, warranted half silk ; the most comfortable and durable under Vest made	„	40 0	45 0

New Shapes in Hats.

	Cash. Rs. a.	Credit. Rs. a.
LINCOLN BENNETT'S Celebrated Dress Hats	14 0	16 0
„ „ Tall Drab Hats	11 8	13 0
ASQUITH & Co.'s Extra Light Dress Hats	12 8	14 0
„ „ Tall Drab Hats	9 0	10 0
SMALL FELT HATS FOR EVENING WEAR.		
"Chester," New High Crown, Brown or Dark Grey Felt	5 8	6 8
"Oxford" Black Merino	6 8	7 8
Athol, Tavistock, Byron, Lansdown, Beaufort, York ; all new shapes, High, Round, and Flat Crowns	7 0	8 0
Best Felt Widewakes, pure Naples Felt	7 8	8 8

Helmets.

	Cash. Rs. a.	Credit. Rs. a.
ASQUITH & Co.'s celebrated Shooting Hat, made of Cork and Felt without India Rubber, very compact with Wide Brim. The best production made	13 8	15 0
Extra quality, very stout	16 0	18 0
The Regulation White Helmet	14 8	16 0
Extra quality	16 0	18 0
Drab Helmets, low crown for ordinary wear	8 8	10 0
Tweed Turbans, for Travellers	3 8	4 0
Tweed Caps, plain medium shades	3 8	4 0
Tweed Stitched Hats, perfectly flexible	5 0	6 0
Oxford Boating Straw Hat	3 0	4 0

ASQUITH AND COMPANY.

WANTED.

WANTED, a LOCAL FUNDS ENGINEER. Salary Rs. 600 per mensem.—Apply to T. C. HOPE, President, Surat District Local Fund Committee.

A GENTLEMAN at Byculla, having a large HOUSE with more accommodation than he requires, would be glad to meet with TWO or THREE OTHERS, or a MARRIED COUPLE, to JOIN HIM.

Arrangements can be made personally. Apply to "M.P." care of *Bombay Gazette*.

AN ASSISTANT (EUROPEAN) in a Mercantile House in Calcutta, where the Establishment is being reduced, desires an engagement in a like capacity, in a Bank or other responsible position. Has had many years experience both of Banking (on the Scotch system) and of Manchester Manufactures, and has a thorough knowledge of Book-keeping. Can be recommended by present employers.

NOTICE.—WANTED, a PROBATIONER for the BOMBAY PILOTAGE SERVICE. Salary Rs. 80 per month. Applications with testimonials should be forwarded to the Master Attendant. No applications will be entertained from persons holding a lower certificate than that of First Mate.

By Order,
HENRY MORLAND, Lieut., late I.N.,
Secretary.

Harbour and Pilotage Board, Bombay, 1st May 1873.

NOTICES.

GRANT ROAD THEATRE.

TUESDAY EVENING, 6th MAY.

PRODUCTION OF THE WORLD-FAMED COMEDY IN THREE ACTS, BY TOM TAYLOR, ESQ., ENTITLED,

STILL WATERS RUN DEEP.

CHARACTERS.

John Mildmay	Mr. David Oliver.
Capt. Hawksley	Mr. W. Bennee.
Mr. Potter	Mr. Raven.
Dunbilk	Mrs. Herbert.
Langford	Mr Edinborough.
Markham	Mr. De Buggins.
Gimblet	Mr. Jaques.
Jessop	Mr. St. Andrew.
Mrs. Mildmay	Miss May Godfrey.
Mrs. Sternhold	Mrs. Bennee.

THE PERFORMANCE TO CONCLUDE WITH THE SCREAMING FARCE OF

COOL AS A CUCUMBER.

Plumfer	Mr. W. Bennee.
Mr. Barkin	Mr. Edinborough.
Fredrick Barkin	Mr. Walter Raleigh.
Jessey Honeyton	Miss May Godfrey.
Wiggins	Mrs. Bennee.

PRICES OF ADMISSION.

Family Tickets to admit three	Rs. 10
Single	„ 4
Stalls	„ 3
Gallery	„ 2
Pit	„ 1

Performance to commence at 9 o'clock.

Box Plan and Tickets at Messrs. SOUNDY, BRESLAUER & Co.

ORIENTAL BANK CORPORATION.—Mr. G. HAMILTON TRAILL will act as AGENT of the CORPORATION at BOMBAY until further notice.

J. F. MOIR, Agent.

Bombay, 1st May 1873.

LONDON AND LANCASHIRE LIFE ASSURANCE COMPANY.

NON-FORFEITABLE POLICIES, BY A LIMITED NUMBER OF PAYMENTS.

For full particulars of this popular system of Assurance see the Company's Indian Prospectus, which with any further information may be obtained on application to any of the Agents of the Company, or to

C. J. WALLIS,
Manager for India.

TAYLOR'S PATENT ROOFING TILES as used in the NEW GOVERNMENT BUILDINGS, Bombay. These Tiles are made of the finest clay and cheaper than corrugated iron, are light, hard, easily fixed, cool and water-tight, handsome in appearance, and everlasting in wear.

For prices and full particulars apply to

SCOTT, McCLELLAND, & Co,
Sole Agents for Western India.

Elphinstone Circle, Bombay.

BOMBAY SCOTTISH EDUCATION SOCIETY.

BYCULLA SCHOOL—PARELL ROAD.

Head Master—Mr. James McDonald, } With Assistants.
Head Mistress—Mrs. McDonald,

FORT SCHOOL—51, HORNBY ROW.

Head Master—Mr. John Knox Inglis, A. M. Edin.) } With Assistants.
Head Mistress—Miss Wartenby,
Music Master—Mr. Joseph Schmuck.

D. C. BOYD, } Honorary Secretaries.
JOHN PATON,

Bombay, 1st January 1873.

THE ORIENTAL TELEGRAM AGENCY.

LONDON.........140, Leadenhall Street, 35A Moorgate Street.
MANCHESTER.61, Princes Street.
LIVERPOOL.....Batavia Buildings, Hackins, Hey.
BOMBAY..........Victoria Buildings, Elphinstone Circle.

THIS AGENCY IS OPENED for the collection, transmission and distribution of *Private Messages* through the lines of the Great Cable Companies. To any station in the *United Kingdom, France, Belgium, Holland*, and other countries in *Europe, America, &c., &c.*

Tariff for Messages can be obtained upon application at the Office. Messages for registered clients have the advantage of the full address being forwarded at the cost of one word only, no charge for registration and forms supplied.

CHARLES CARTER,
Agent, Bombay.

Bombay, April 1873.

SPECIAL NOTICE.

Caution to the Public.

Whereas several miserable

COUNTERFEITS
of
MURRAY AND LANMAN'S FLORIDA WATER

Are offered for Sale in the Bombay Market;

the

Public are hereby Cautioned against

PURCHASING THE SAME.

They are not only useless as a Perfume, but

Very injurious to the health.

The well-known Richness and Delicacy of

MURRAY AND LANMAN'S FLORIDA WATER

Is in itself sufficient to maintain its ascendancy over all other Perfumes.

It should be purchased only from

RESPECTABLE DRUGGISTS,

Asking for the

GENUINE

MURRAY & LANMAN'S FLORIDA WATER,

Prepared only by

Messrs. LANMAN AND KEMP,
WHOLESALE DRUGGISTS,
NEW YORK.

JOHN MOIR AND SON,
ABERDEEN,
AND
14, COMMERCIAL STREET, LONDON,

Would direct attention to their present stock of

SOUPS, FISH, JAMS, JELLIES, MARMALADE, | BACON, SAUSAGES, OX TONGUES, PICKLES, SAUCES, &c.

The BACON and SAUSAGES are now not only prepared by J. M. and Son, but the Pigs, being Bred and Fed by them, are of undoubted quality.

BOOTS BY PARCELS POST FROM LONDON.

THOMAS D. MARSHALL,

Sends his First-Class Boots and Shoes for Ladies or Gentlemen

POST FREE

for One Shilling per pair, in addition to his Catalogue Prices.

LADIES' Kid Walking Boots, 18s. 6d. ; Enamelled on Glove Kid, beautifully made, 21s. ; Soft House Boots, Satinette or Mock Kid, 5s. 6d. ; Morocco, or Grey Linen Slippers, 3s. 6d.

GENTLEMEN'S Elastic Boots for Walking or Dress, 21s. ; Porpoise Hide Boots—very soft and strong—Elastic or Balmoral, 30s. ; Brown or Enamelled Riding Boots, 65s.

For size send a worn boot, or paper pattern of sole of boot. *Illustrated Catalogues sent Post Free.*

All Orders must be accompanied by a remittance. Post Office Orders payable at Chief Office. Cheques crossed "Bank of England."

THOMAS D. MARSHALL,
192, OXFORD STREET, LONDON, W.

FOR SALE AT THIS OFFICE.

THE ACT of PARLIAMENT constituting the HIGH COURT of BOMBAY, with the Letters Patent and other Documents relating to the same. Price RUPEES THREE.

COMMERCIAL INTELLIGENCE.

SATURDAY, 3RD MAY 1873.

IN Sterling Exchange during to-day rates have been firmer, and at the close the Banks were holding for higher rates, both for ready and for forward bills.

Government Securities have slightly advanced, the telegrams from Calcutta giving a considerable rise in prices there, and which to some extent has been followed here.

Bank Bills, 6 months' sight	1s. 11 9/32d. to 1s. 11 5/16d.
Credit Bills, do.	1s. 11 7/16d.
Documents, do.	1s. 11½d. to 1s. 11 9/16d.
Bank Bills, 3 months' sight	1s. 11 1/16d.
Credit, do.	1s. 11 3/16d. to 1s. 11 7/32d.
Documents, do.	1s. 11 9/32d. to 1s. 11 5/16d.
Bank Bills, demand	1s. 10¾d. to 13/16d.

On Calcutta Bank Bills, 60 days' sight. 99½ to 99¾
Do. demand. par. to 100 1/16

On Madras, 30 days' sight 99½ nominal.
Do. demand 100

On China House Bills, 60 days' sight. 226

GOVERNMENT SECURITIES.

Five-and-a-half per cent.	110¾ to 110¼
Four & half per cent.	104¾ to 104¼
Four per cent.	102¾ to 103
Four & half per cent. (Public Works Loan)	106
Five per cent. Debenture Loan, 1866-67	103¼
15 years' Debenture Loans	109½
10 years' do. do.	105
5 years do. do.	103
Six per cent. Municipal Loan House Rate	112
Do. Do. Market Rate	112
New French Loan 5 per cent. fully paid up of 1871 and 1872	92 nominal.
New French Loan instalment paper of 1872	94
Paris Municipal Loan (Debenture Rs. 117) per Bond	115.

Rates of discount at New Bank of Bombay—

Loans on Government Paper on demand		4½ per cent.	
Fixed Loans on do.	to 3 months'	5½	„
Do. do.	over 3 do.	6½	„
Do. on Merchandise		7½	„
Cash Credit do.	to 3 months'	6½	„
Do. do.	over 3 do.	6½	„
Do. do.		7½	„
Bank Bills		6½	„
Mercantile Paper		8½	„

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-8-6
Carolas	290
Mexican Dollars	222
Five-France Pieces	221½
Bar Silver	107¾ to 107¼
Gold Leaf	16-12
Bar Gold 10 oz. English 100 touch	16-14
Australian Gold ... 100 touch	16-13

FREIGHT REPORT.

SATURDAY EVENING.

FREIGHTS quiet and unchanged. Rates by Canal steamers weak at £2-17-6. Some relets in the William Corry have taken place on native account at £2-16-3. By Sail shippers do not seem inclined to follow the upward course of the market and decline to pay more than £2-17-6. A large number of ships are due; and the coasting steamers report passing several ships.

London	Cotton, Cases, Seeds	No ships.
Liverpool	Iron Ships Cotton	£2 17s. 6d. to £3 0s 0d.
	Wooden Ships „	£2 17s. 6d.
	Myrabollams	£2 2s. 6d.
	Coir bdls	£0 17s. 6d.
	Seeds	£2 5s. 0d. nominal.
Havre	Cotton, Coffee	£3 0s. 0d. noml.
Overland Steamers—		
	Venice	£3 5s. 0d.
	Trieste	£3 7s. 6d.
	Liverpool	£3 0s. 0d.
	Havre	£3 5s. 0d.
Liverpool via Suez Canal		£2 18s. 9d. to £2 17s. 6d.
China	Steamer Cotton	Rs. 6 per bale.
	„ Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Rs. 6 per bale nominal.
Calcutta	Salt	Rs. 5 per ton.
Calcutta to Bombay		s.s. Rs. 15 p. ton.; ship Rs. 14½ p. ton and Calcutta Port charges.
Mauritius		Nothing doing.

SALES AND PURCHASES.

PIECE GOODS.

There is no change to report in the position of the market, and prices remain quite unchanged. The following sales are reported to have been made by European firms on Saturday:—

1,350 pieces	Grey Shirtings	40 in. 39 yds. 7 lbs.	at Rs.	4 13 0	
1,000 „	„	40 „ 39 „ 7 „	at „	4 14 0	
750 „	„	40 „ 39 „ 6 „	at „	4 4 0	
1,500 „	„	40 „ 39 „ 8¾ „	at „	5 14 9	
2,250 „	Madapollams	32 „ 24 „ 3 „	at „	2 2 6	
200 „	White Jaconets	40 „ 20 „	at „	2 4 6	
200 „	„	40 „ 20 „	at „	2 8 0	
200 „	„	40 „ 20 „	at „	2 12 0	
200 „	„	40 „ 20 „	at „	3 0 0	
200 „	„	40 „ 20 „	at „	3 4 0	

COTTON.

The Market closed steady with an advance of Rs. 2 per candy in prices. The following are our closing quotations:—

New Oomrawuttee	at Rs. 190 to Rs. 195
„ Akote	at „ 199 to „ 202
„ Broach M.G.	at „ 220 to „ 235
„ Hingunghaut	at „ 225 to „ 230
„ Mowa and Bhownugger	at „ 195 to „ 200
„ Sawginned	at „ 210 to „ 211
„ Compta	at „ 175 to „ 176

The undermentioned purchases are reported to have been made by European firms on Saturday:—

600 candies	New	Veerumgaum, 15 days	at Rs.	183 to 185
150 „	„	„ Ready	at „	194 to 185
25 „	„	Mowa „	at „	195 to 197
25 „	„	„ „	at „	200
25 „	„	„ „	at „	199
50 „	„	Dhollera „	at „	190
75 „	„	Bhownuggur „	at „	193 to 195
100 „	„	Veravul „	at „	160 to 163
125 „	„	Kuranjo „	at „	185
100 „	„	Khandeish „	at „	173 to 180

BOMBAY BILL AND STOCK LIST.

SATURDAY AFTERNOON.

MARKET rising for Spinning shares in general. Land shares closed firm. Press shares quiet.

BANKS.

No. of Shares	Noml. value ₽ sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	85
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,400
10,000	500	all	5 p.ct.	Do of Bombay New	75)
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	235
5,250	1,000	all	5 p.ct.	Do of Madras	1,170
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of I. L. & China	250
40,000	281¼	all	12 pct.	Hong. & Shanghai Bank.	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	150
37,090	250	125	4 p.ct.	National Bank of India.	109
10,000	250	all	12 do.	Oriental Bank	450

RAILWAY COMPANIES

......	£20	218-3-0	p.c.	G. I. P. Railway Consolidated Stock	225
......	£20	109-1-5	do.	Do. New £20 Shares	126
......	£20	43-10-2	do.	Ditto	
......	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
......	£18	196-5-1	do.	Do. New Shares	215

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	150p.s	Albert Mills Co.	1,750
600	1,250	all	50p.s	Alexandra Spinning	1,310
500	2,500	all	100*	Alliance Spinning	2,590
300	2,000	500		Bhownuggur M. & P. Co.	825
100	5,500	all	...	Bombay	2,800
900	1,000	all	20*	Bombay United	1,080
600	150	150	25*	Broach Mills	230
2,500	2,000	all	...	Dhurumsey Spinning	1,44)
150	2,000	all	200p.s	Great Eastern	2,100
750	1,000	all		Jewraj Ballo Mills	995
2,500	1,000	all	140p.s	Manockji Petit's	1,120
900	1,000	all	40 p.s	Morarjee Spinning	1,075
800	2,500	all	150p.s	Oriental	3,09)
690	2,500	2,400	216p.s	Royal	2,10)
500	1,000	all	...	Soonderdas Spinning	1,180

* Per share for the half-year.

PRESS COMPANIES.

150	5,000	2,850	150 ps	Akbar Cotton Press Co.	1,750 x.d.
200	2,000	1,100	150do.	Albert Co. Kurrachee	800
100	5 0	all	10p.ct	Albert king Co.	550
250	3,000	850	Nil.	Alexandra Press Co.	280
150	12,000	11,000	100ps.	Apollo Press Co.	6,700
200	2,000	all	200ps.	Bombay Press Co.	1,450
200	500	all	50p.s.	Do New	385
350	1,000	1,000	100 ps	Broach Cotton Co	800
100	1,500	...	...	Carwar Company	1,100
500	1,880	all	40 *	Colaba Press Co.	5,600
350	9,000	all	250ps.	East India Press Co.	2,800 nl.
150	8,500	all	500 *	Fort Press Co.	6,000
300	2,000	1,800	75 ps	Framji Cowasji Press Co.	625
800	1,000	all	200 ps	French Press Co	725
200	6,000	6,000	228 ps	Hydraulic Press Co.	2,150
250	5,000	1,467	75 ps	Imperial Press Co	825
200	400	350	42½ ps	Mofussil Press & G. Co.	635
120	2,500	all	250 ps	Prince of Wales Press	2,150
200	1,000	250	...	Sassoon's Press Co.	400
400	850	750	135 ps	Scinde Press Co.	440
100	1,000	750	...	Scind and Punjaub Cotton Press Co., Limited	1,140
225	2,000	1,000	250*	Victoria Press, Madras	1,150
150	850	all	8 p.ct	Vic. Cot. Gin & Press Co.	1,000

Per share for the half-year.

MISCELLANEOUS.

......	2,500	1,500	105ps.	Bombay Burmah Trading Corporation	1,3(0
1,000	50	all	4½p.ct	Bombay Gas Company	55
500	500	300	15 ps.	Landing and Shipping Co. of Kurrachee Ld.	150
2,150	200	100	7 p. c.	Malabar Company Ld.	102
1,000	50	all	1¼ ps.	Mechanics B'ld'gs Co.	25
2,000	500	all	40 ps.	Treacher & Co	460
2,000	25(	all	40 ps.	Viegas Patent Slip Co.	60

BANKS IN LIQUIDATION.

			Date of L'dation.		
......	95	19¼	...	Bank of China	1
......	250	2	Mar. '66	Central Bank	1
......	...	...	...	East India Bank	1
......	200	13	Feb. '67	Indian Peninsula	1
......	200	70½	May '67	Royal Bank	2

CALCUTTA.—30TH APRIL.

The following transactions were reported:—

In Government Securities:—

4 per cents., at Rs. 102-12, and small sums at Rs. 102-14 to 103.

4½ per cents, of 1870, a heavy amount, yesterday and to-day the rate did not transpire.

4½ per cents. of 1872, at Rs. 104-12, and small sums at Rs 104-14 to 105.

5½ per cents, at Rs. 110-8 to 110-10.

SHIPPING.

ARRIVALS.

May	Vessel.	Commander.	From.
3	Pearl (s)	Morrison	Jeddah, April 12.
	Phlox (s)	Baker	Carwar, May 1.
	Sir J. R. Carnac (s)	Azzopardi	Carwar, April 27.
	Strathclyde (s)	Pearson	London, April 1.
	Evening Star	Wales	Calcutta, March 13.
4	Mecca (s)	Laws	London, March 27.

DEPARTURES.

May.	Vessel.	Commander.	Destination.
3	Bangalore (s)	Burne	Australia.
	Assyria (s)	Howell	Coast, Calcutta and China.
	Phlox (s)	Baker	Coast and Goa.

The following vessels obtained their port clearances on Saturday last:—

Ship Bride of Lorne, Gillmore, to Liverpool.

Barque Clara, Mockey, to Liverpool.

The steamer Pearl, to Cutch, was entered out for loading on Saturday last.

MADRAS.

ARRIVAL.

April 30 Hydaspes (s) .... Suez.

DAILY IMPORTS.—3RD MAY.

FROM LIVERPOOL.

Chancellor s, 500 bundles iron, K Jewa; 51 cases stout, M Nanabhoy Mistary.

Potomac s, 5 hogsheads portwine, B Shapoorjee; 50 boxes tin plates, A S Mahomed; 196 bundles iron hoops, O Ramjee; 250 iron bars, and 6 cases still, D Jewa; 9 packages wall papers, J Heeptoola; 5 bales wall papers, T Abdool Ally and Co; 550 barrels alum, J Cunha.

FROM GENOA.

Asia s, 50 cases brandy, D Sorabjee and Co.

DAILY EXPORTS.—3RD MAY.

FOR LIVERPOOL.

Annot Lyle, 52 bales cotton, Lawrence and Co; 5 bales cotton, K Jewraz.

Helen Scott, 500 bales cotton, R Stewart and Co.

Mabel, 60 cwts bones, E Bates and Co.

Tythonus, 300 bales cotton, G Tippet and Co; 500 bales cotton, W and A Graham and Co; 50 bales cotton, E Latham and Co; 100 bales cotton, B Brothers.

Robert Kerr, 37 bales cotton, S. Narronjee and Co.; 85 bales cotton, K. Ruttonsey; 750 bales cotton, Gaddum and Co.

Walls Castle, 25 bales cotton, R Allirura.

Granite City, 500 bundles myrabollams, P Narranjee.

Peacemaker, 58 bales cotton, R Toolsidass; 125 bales cotton, G Khuttow and Co; 155 bales cotton, J Campbell and Co.

Macedon, 900 bales cotton, Knoop and Co; 1,100 bales cotton, A Trading Co; 500 bales cotton, W Nicol and Co.

William Corry s, 200 bales cotton, R Stewart and Co.

Tiber s, 24½ bales wool, T Lillaram; 40 bales cotton, R Martin and Co.

Killarney s, 504 bundles linseed, C Heerjee; 300 bundles linseed, and 40 cases dry ginger, E Rujub; 308 bales cotton, C Pitamber; 158 bales cotton, D D Ghandy and Co.

Indus s, 168 bags wheat, F Scott and Co.

Orches s, 98 bales cotton, G Madowjee and Co; 500 bales cotton, W and A Graham and Co.

Potomac s, 500 packages myrabollams, Lyon and Co; 1,000 bales cotton, B Brothers; 500 bales cotton, W and A Graham and Co; 40 bales cotton, B Shamjee and Co.

Chancellor s, 4,320 bundles linseed, B Brothers; 355 casks cocoanut oil, S Mooljee; 65 bales cotton, Gaddum and Co; 50 tons old iron, G Khanbhoy.

Xantho s, 600 bundles gall, S S Mahomed and Co; 1,440 bundles linseed, B Brothers; 53 bales cotton, R Martin and Co.

FOR LONDON.

Indus s, 1,007 pieces E teeth, A Peerbhoy; 282 pieces E teeth, K Nansee; 18 cases gum and 3 cases T shell N, Gangjee; 293 pieces E teeth, D Ruttonsey.

Maude s, 5 packages skins, E F Mahomed; 10 cases fishmaws, R Mowjee; 13 bale hides, C Nanjee; 8 bales hides, C Ebram; 2 cases cowdies, G Doongersey; 80 cases hingda, E Hassam.

FOR VENICE.

Gladys s, 2 bundles skins, B Brothers; 100 bales cotton, H Clason and Co; 58 bags rice, F Scott and Co.

Calypso s, 2 bundles skins, F Sott and Co.

FOR TRIESTE.

Calypso s, 140 bales cotton, Gaddum and Co; 150 bales cotton, K Preiswerck and Co; 150 bales cotton, G Sigg and Co.

FOR SUEZ.

Ceylon s, 1 bundle shawl, O. Yoosoopshaw.

FOR HONGKONG.

Massilia s, 1 box silver coin and 49 bales twist, E Noordin and Co; 5 bundles wax, E F Mahomed; 2 boxes silver coins, J Peerbhoy; 57 bales cotton, M Poronmull; 13 chests opium, R Kbimjee and Co; 9½ chests opium, F Amejbhoy; 4 chests opium, S Buldewdass; 16 chests opium, N J Abram; 15 chests opium, C Bomanjee and Co; 2 chests opium, R Hurkeson; 13½ chests opium, M Vizbookun.

FOR SHANGHAI.

Massilia s, 1 chest opium, D Sassoon and Co; 19½ chests opium, D Ramsook; 4 chests opium, T Gunshamdass; 87 chests opium, E J Abram; 1 box silver coins, E Noordin and Co; 3 chests opium, S Khetseedass.

MILITARY.

ARRIVALS.—MAY 1.

Pierce, Lieutenant-Colonel, 24th Regiment N. I., on leave, from Deesa.

MAY 2.

Langley, Surgeon, Medical Staff, on duty, from Poona.

Broome, Colonel, 22nd Regiment M. N. I., to appear before a medical board, from Hoshungabad.

MAY 3.

Butler, Captain, Staff Corps, from furlough, from England.

Gloay, Lieutenant-Colonel, Madras 5th Brig. R. A., on leave from Madras.

Karslake, Captain, Brigade Major, from leave, from Bunkeri.

Macdonald, Major, 12th Regiment, on medical certificate, from Peshawur.

DEPARTURES.—MAY 3.

Hallett, Sub-Lieutenant, 72nd Regiment, to join, to Umballa.

Carnac, Sub-Lieutenant, 43rd Regiment, to join to Cannanore.

Maconachie, Assistant Surgeon, Medical Department, on leave, to Matheran.

Crumley, Conductor, Commissariat Department, on medical, certificate, to Tesmania.

Dalmahoy, Captain, 6th Regiment, to join, to Belgaum.

Langley, Surgeon, general duty, to join, to Rutnaghery.

Sexton, Major, Assistant Quarter-Master General, on leave, to Neilgherries.

Gresham, Quarter Master, Royal Artillery, on leave, to Matheran.

The following officers will leave to-day for England, &c.:—

Barwell, Major General, Bengal Staff Corps, to Simla.

Lundy, Surgeon, 58th Regiment, on medical certificate, to England.

Coate, Lieutenant, 58th Regiment, on medical certificate, to England.

Gloay, Lieutenant-Colonel, Madras 5th Brig. R. A., on leave, to England.

NORTH-WESTERN PROVINCES ORDERS.

(*Government Gazette, N. W. Provinces, May 3.*)

Leave of absence:—

Dr. R. Jameson, Supt, Central Jail, Allahabad, three months' privilege leave, with effect from the 15th April, 1873.

The Rev. Mr. H W Crofton, Chaplain, Shahjehanpore, furlough to Europe for two years, with effect from the 8th May 1873, together with the usual subsidiary leave.

Mr. H A Harrison, Mag and Collr, Furruckabad, three months' privilege leave, with effect from 2nd July next.

Mr. E Macnaghten, Commr of Excise and Stamps, and Insp-Genl of Registration, N W P, three months' privilege leave, with effect from 18th June next.

Mr. W Blunt, Joint Mag and Depy Collr, Meerut, six months' leave on medical certificate, with effect from the 15th April, 1873.

Mr. W T Church, Offg Joint Mag and Depy Collr, Shahjehanpore, two months' privilege leave, with effect from the 30th April, 1873.

Mr. E A J Wallace to officiate as Asst Supt of Police, vice Maj Annesley, and to be posted to the Agra District.

Dr. J Jones to officiate as Supt of the Government Press, and Curator Government Books, N W P, during the absence on leave of Captain C A Dodd, or until further orders.

Mr. D M Gardner, Joint Mag and Depy Collr, to officiate as Mag and Collr of Azimgurh during the absence on leave of Mr. J Simson, or until further orders.

With effect from the date on which Maj T Dennehy assumed charge of the office of Depy Inspr-General of Police, N W P.—

Lt-Col G Swiney, Dist Supt of Police, 2nd grade, to officiate as Dist Supt of Police, 1st grade.

Local Lt T J Ryves, Dist Supt of Police, 3rd grade, to officiate as Dist Supt of Police, 2nd grade.

Mr H B Goad, Dist Supt of Police, 4th grade, to officiate as Dist Supt of Police, 3rd grade.

Local Lieut R Young, Dist Supt of Police, 5th grade, to officiate as Dist Supt of Police, 4th grade.

With effect from the 1st April, 1873, the date on which Lt-Col Hallett proceeded on furlough—

Capt A Ollivant, Dist Supt of Police, 3rd grade, to officiate as Dist Supt of Police, 2nd grade.

Mr C T Castle, Dist Supt of Police, 4th grade, to officiate as Dist Supt of Police, 3rd grade.

Capt C H Cantor, Dist Supt of Police, 5th grade, to officiate as Dist Supt of Police, 4th grade.

With effect from the 3rd April, 1873, the date on which Lt-Col. Corbett proceeded on furlough—

Mr. W. C. Thomas, Dist Supt of Police, 3rd grade, to officiate as Dist Supt of Police, 2nd grade.

Capt J W O'Dowda, Dist Supt of Police, 4th grade, to officiate as Dist Supt of Police, 3rd grade.

Mr. G G Parker, Offg Dist Supt of Police, 4th grade, to continue to officiate in that grade.

Mr. L H S Thomas, Offg Asst Dist Supt of Police, Agra, to Futtehgurh.

The services of Capt H Senior, Offg Supt, Central and Dist Jails, Meerut, are replaced at the disposal of the Govt of India, in the Military Dept.

OVERLAND SUMMARY OF THE BOMBAY GAZETTE,

Compiled for despatch by to-day's Mail.

Price—As. 4 per Copy.

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With the Indian Edition there is a Supplement containing:—
Latest Telegrams.
Political Letter.
Weekly Commercial Letter.
Turf News Club and Military Gossip.

THE First Number of the New Series of the OVERLAND SUMMARY OF THE BOMBAY GAZETTE is a considerable improvement on anything we have yet seen turned out in a similar shape. It contains 32 pages, and is replete with interesting information on Indian subjects of all kinds. At the price, *four annas*, the *Summary* is ridiculously cheap. Sixty-nine columns of closely printed reading matter all for a mere sixpence! The fact is almost beyond belief by reason of its very marvellousness. In addition to a well-arranged and judiciously-selected mass of intelligence there is a series of articles on the topics of the times, reproduced from the daily editions of the *Bombay Gazette*. On the whole, or taking it all in all, the *Overland Summary*, published at the *Bombay Gazette* Press, is about the best, if it is not the best, we have seen; and people desirous of keeping their friends in the mother-country well-informed of all that is transpiring in this far-off land would be guilty of an unpardonable sin of omission if they neglected forwarding by each Mail copies of the really excellent publication we have been noticing.—*Sindian.*

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After-packet.
United Kingdom	May 5	5-30 P.M.	6-30 P.M.
Kurrachee	„ 16	11 A.M.	12 A.M.
Persian Gulf via Kurrachee	„ 9	11 A.M.	12 A.M.
China	„ 5	4-30 P.M.	No after
Australia	„ 18	4-30 P.M.	packet.
Mauritius, Reunion, &c	„ 12	5-30 P.M.	6-30 P.M.
Zanzibar, &c.	„ 12	5-30 P.M.	6-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay every Monday at 7 P.M. during the fair Season, and on Fridays, at 5-30 P.M., commencing with the mail of the 24th May, during the monson.

Letters will be received at the General Post Office up to 5-30 P.M. Newspapers, Books, and Patterns, up to 3 P.M.

Registered Letters up to 2 P.M. Letters presented for registration after that hour will be received up to 4 P. M. on payment of an additional fee of 2 annas on each etter. The additional fee to be paid in stamps affixed to such letters.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 5-30 to 6-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1-30 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 5 P.M. up to starting time (7 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

The postage chargeable on letters sent to the countries mentioned below *through Trieste* is altered as follows, with effect from the 1st April 1873:—

	Present Rates per ½ oz. Annas Pies.		Revised Rates per ½ oz. Annas Pies.	
Austria, Luxemburg, German States, Austrian Post Offices in Turkey	8	8	8	0
Belgium, Denmark, Netherlands, Switzerland, Moldavia, Wallachia, Servia	9	4	9	0

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom, or places served through the United Kingdom, are as follows:—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.

Each Newspaper per 4 ounces—annas 2.

Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie; not exceeding 2 ounces—annas 2, 8 pies; not exceeding 4 ounces—annas 4, 8 pies; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindisi is optional and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conforming to its conditions, be forwarded via Southampton.

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the first half of 1873:—

At P.M.			At 5½ P.M.	
Monday	May 5	Friday	May	30
„	„ 12	„	June	6
„	„ 19	„	„	13
„	„ 26			

CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of the China and Australian Mail Steamers from Bombay during the first half of 1873:—

CHINA MAILS LEAVE BOMBAY ON

At 4-30 P.M.			At 4-30 P.M.	
Tuesday	May 5	Monday	June	2
„	„ 19	„	„	16
		„	„	30

AUSTRALIAN MAILS LEAVE BOMBAY ON

At 4-30 P.M.			At 4-30 P.M.
Saturday	May 18	Saturday	June 23

Registered letters will be received until 1 P.M. on the respective days. The Postage for a ½ oz. letter to the Australian Colonies 8 as. 8 pies.

MAILS FOR ZANZIBAR.

The following table of the steam packet service between Aden and Zanzibar, and *vice versa*, is published for general information. the service will be a monthly one in connection with mail steamers from England:—

Leave Bombay.	Arrive Aden.	Leave Aden.	Arrive Zanzibar.
May 12.	May 20.	May 23.	June 4.

Leave Zanzibar.	Arrive Aden.	Leave Aden.	Arrive Bombay.
May 10.	May 19.	May 22.	May 30.
June 7.	June 16.	June 19.	June 27.

MAILS FOR KURRACHEE AND PERSIAN GULF.

The B.I.S. N. Co.'s Contract Steamers from Bombay to Kurrachee and Persian Gulf will leave as under:—

LEAVE BOMBAY FOR KURRACHEE.

Friday .... May 16 Friday .... May 28

LEAVE BOMBAY FOR PERSIAN GULF VIA KURRACHEE.

Friday .... May 9 Friday .... May 23

Registered and Ordinary letters, as well as books and sample packets, and parcels, can be posted up to 11 A.M. and late fee letters up to 12 noon on the day of departure of the steamer.

DESPATCH OF INLAND MAILS FROM BOMBAY.

REVISED TABLE of the hours for closing the Inland Mails, which came into force from the 17th February and will continue so until further notice:—

MAILS.	At General Post Office. Ordinary Letters, &c.	At General Post Office. After-Packet.	At Branch Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for the following Post Towns on the N. E. Line of the G. I. P. Railway—Wassind, Kussara, Egutpoora, Nassick, Munmar, Nandgaum, Chalisgaum; and those from Bhosawul to Jubbulpore and Bhosawul to Nagpore	8 A.M.	9-30 A.M.	7-30 A.M.
For all Post Towns on the N. E. Line of the G. I. P. Railway, as far as Bhosawul only.	4 A.M.	5 A.M.	5 P.M. of previous day.
For all Post Towns on the S. E. Line of the G. I. P. R. for Poona, Deccan, S. M. Country, and Madras Presidency; also for Ahmednuggur and Seroor	12 NOON.	1 P.M.	11-30 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona	7-30 A.M.	8 A.M.	5 P.M. of previous day.
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch	4 A.M.	6 A.M.	5 P.M. of previous days.
For ditto in Southern Concan, *i.e.*, for Penn, Nagotna, Mhar, Khed, Dapoolee, and Rutnagherry	6 A.M.	......	5 P.M. of previous day.

Registered letters and banghy parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

LETTERS.—There are six deliveries in Bombay every day; at 8 A.M., 10 A.M., 11-30 A.M., 12-30 P.M., 2 P.M., and 5 P.M. The inland post goes out at 8-30 A.M. for Khandeish, Malwa, Berar, Central Provinces, Punjab, N. W. Provinces, and Bengal, and all post towns on the north-east line of the G.I.P. Railway; for Poona, Southern Maratha Country, and Madras Presidency a 8-30 A.M.; and for Scinde, Kattywar, and Cutch at 4 A.M.; for the South Eastern line as far as Poona, 12 noon. The Overland Mail for England is despatched every Monday evening at 7 o'clock, and closes at 5-30 o'clock. Late packets are received, on payment of extra postage, up till 7 o'clock at Apollo Bunder. Post ge on inland letters not exceeding ½ tolah ½ anna, 1 tolah 1 anna, 1 tolah 2 annas, 2 tolahs 2 annas; on foreign letters not exceeding ½ ounce via Brindisi 8 annas, 1 ounce Rs. 1; via Southampton not exceeding ½ ounce 6 annas, 1 ounce 12 annas.

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers:—

Subscription for One Year (*Post Free*)		Rs.	42	0	0
Half Year	*ditto*	„	24	0	0
Three Months	*ditto*	„	14	0	0
One Month	*ditto*	„	5	0	0
One Week	*ditto*	„	1	8	0

The above rates are for subscriptions paid *in advance.*

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget.* Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette.*

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India*, Rs. 12. Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs	10	0	0
Per Copy	„	0	4	0

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. TREACHER & Co.'s, or MESSRS. D. S. KEMP & Co.'s, POONA, price, 4 annas. Also, on Tuesday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette.*

NOTICE.—After the 20th instant, MR. MENIST, OCULIST OPTICIAN, will TRANSFER to his AGENTS, Messrs. CHATELAIN MONTANDON & Co., of Bombay, his entire STOCK of OPTICS, containing Spectacles; Eye-glasses; Aneroid Barometers; Pocket Barometers; 12 Lens Alluminium Binoculars; 12 Lens Field-glasses; 3 Change Object-glass; Marine, Field, and Opera binoculars; Opera-Glasses, on Silver Enamelled, containing all 12 Lenses; Binocular Telescopes, Loose Con ex and Concave Pebbles; Loose Coloured Lenses, in Convex and Concave. To avoid imposition Mr. Menist's articles are marked with his name and address.
3rd May 1873.

NOTICE TO CORRESPONDENT.

A PUPIL ELPHINSTONE HIGH SCHOOL.—There are already small markets in different parts of the town. Your suggestion that meat should be "hawked" about is not suitable for this climate: and in no climate could this be done without the meat deteriorating.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

GOODWYN—April 29th, at No. 130, Dhurrumtollah, Calcutta, the wife of Mr. L. P. Goodwyn, of a son, still-born.

MACGREGOR—April 27th, at Monghyr, the wife of Dr. John MacGregor, Officiating Superintendent Central Jail, Allahabad, of a daughter.

ROSS—April 28th, at Tellicherry, the wife of Gabriel Ross, Esq., of a daughter.

DEATHS.

ALLCARD—April 27th, at "Culloor," Vythrey, South Wynaad, Mr. Frank Allcard, aged 32 years.

GOWENLOCK—at No. 33, Barrackpore, James Benjaman, eldest son of A. H. and Louisa Gowenlock, aged 4 years 3 months and 7 days.

JENSEN—April 28th, at Belgatchia, in the Suburbs of Calcutta, Theodore Jensen, artist, formerly of Bombay and Poona.

RATTRAY—April 28th, at Gya, Tempe Babara, the only beloved child of Mr. and Mrs. Walter Rattray, aged 10 months and 26 days.

SMITH—April 23rd, at Bettiaparra Factory, Jessore, James Bone Smith.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette.*"

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

The Bombay Gazette.

MONDAY, MAY 5, 1873.

THE *Jam-i-Jamshed* mourns the extinction of the class of native brokers who in days gone by managed the go-between business of the European mercantile houses of Bombay, and looks forward to a revival of the old system as a general thing. Time was when the mercantile broker of Bombay was a considerable swell in his own conceit and a man of dignity in the bazaar. Generally rich, and with good credit everywhere, the position of native broker to a first class European house was second only to that of *sole partner* in a first-class native house. We write of days when Legislative Councils and Honourable Councillors were unknown, and when Justices of the Peace, and Masters and Bachelors of the learned professions were scarcely thought of. One of the highest objects of the ambition of a native capitalist was to secure the brokership of a European house, and we know of several such houses that were established in Bombay at the solicitation of natives who entered upon the office of broker as a matter of right. It was not always that the native broker was a capitalist in any proper sense of the word, but if he were astute enough to keep his own counsel, he might pass for a wealthy man in those days when credit was good everywhere. We have now in our mind's eye an instance of a native broker of a European house who rose to the position from the place of a servant on a salary of £18 a year, and who lived to die worth a very fair fortune which he divided amongst two sons, who have since amassed considerable wealth, and one at least of whom is still a broker and seems to be anxious to die with the harness on his back. But the instances in which really poor men passed for men of wealth and secured the position of brokers to European houses were extremely rare. The exception proved the rule, and twenty or thirty years ago the native brokers of the European houses of Bombay were men of substantial wealth. There was then no risky trade as now to swamp a capitalist in a single season. If the commerce was small it was safe, and the system of *advances* was not firmly if at all established. Commercial men done business solely on their own risk, with or without the capital of the native broker, probably because there was very little risk to run. The profits of a broker were absolutely safe, and the amount depended very much upon the extent of business in which the European house chose to engage. The native broker did not dictate to the European merchant nor give himself airs, but quietly went about his master's business. The representative of the European house was the *merchant*, by whose knowledge of commerce all the foreign business was conducted and the chief part of the profits made; the broker was simply the *broker* through whom the local barter was transacted. The position of native broker was a very attractive one to a native. To drive to office after a full meal, and provoke digestion or dyspepsia by crunching and insalivating the hard beetlenut and the aromatic pawn; to loll in a comfortable chair with the feet negligently and luxuriously disposed of; to receive the salaams of great and small; to give audience to friendly visitors; to hold consultations with and receive orders from members of the house; to summon waiting dealers and spend a comfortable hour in screwing up a bargain to the required pitch; to take snuff with every man who entered the room; to sit under a delicious punka; to wipe the sudorific secretion from the brow; to turn the skull cap round the cranium; and to receive honestly and in due season all the legitimate profits of a legitimate business, were conditions as near human perfection as possible, and were enjoyed accordingly. The native broker was not only a happy man, but a man to be envied by all his race. To have asked such a man to change places with a modern member of the Legislative Council who starts his curricle to establish his dignity and wears a broad cloth coat and a woollen comforter during the monsoon as a distinctive mark of his official position; or with a learned native lawyer full of briefs and aspirations; or with a poetical and dramatical M. A. who can throw a native female audience into fits; or with a hungry reformer in search of a public grievance of a political character; we can imagine the reply that would be received: "Councillor Bouncillor," he would say, "when do you intend to "purchase a black hat at Watson's and take your "dhall bhat with a spoon?"

We join chorus with the *Jam-i-Jamshed* and cry, Alas! for the days when native brokers were a great institution and a race of men with money in both pockets! It was the stock brokers who turned the heads of the brokers of commercial houses, and who laid them low in the dust: their credit, their fortunes, and their occupation gone. The supreme happiness of being a broker was forgotten when the Back Bay sun arose. Its genial warmth was sought after, but, alas! it conveyed distemper in its beams. All the brokers of the commercial houses have not gone down with that sun; a few remain, and they are brokers still. But while remembering all that, the *Jam-i-Jamshed* promises if the commercial houses will only re-employ native brokers generally, we very much fear that there is no ground for the statement "that the firms now "think of re-employing" them. Everything connected with commerce in Bombay has been changed since it was the rule for the European houses to entertain the services of native brokers. The weak houses would vastly like the credit and money of the capitalist, but neither will the European houses agree to the terms of the native capitalist, nor will the capitalist agree to accept most of "the "risks" of the European houses that do a risky business. Those houses that will not undertake risky trade will not require the services of a broker, and the margin of profit in the best business is now so small as to be quite insufficient to pay a very high premium to a mere go-between. The plan of doing business direct with the native dealer, and without the intervention of the house broker is now so well established that European houses probably find themselves more secure by adopting the direct method. We have heard lately of two or three specimens of candidates for the post of native broker to recently establish commercial houses, and the experience that has been gained after short trials has proved eminently unsatisfactory. Men of straw and men destitute of principle have gone into offices at particular stages of the moon,—for luck; some have been led upstairs back foremost with their eyes bandaged,—also for luck, and a lot of other astronomical and astrological feats have been performed, some of them of the *illum* type. All this must be very amusing to the recently arrived English merchant, but it is not calculated in any way to re-establish the native broker system in Bombay. And indeed that system has become *effete* and unsuited to the times.

We admit that the native broker system is eminently Oriental, and accords with the muccadum and the maistry systems. In nearly every business of life one or more go-betweens appear to be necessary for doing any bit of work in this unfortunate country. The amount of labour thus wasted is incalculable. The broker has his deputy, like the muccadum and the maistry, and nothing can be done direct. Everybody is a muccadum of some kind, and the number of idlers who eat up the capital of our commercial houses is astonishing. The "army of reserve" that is retained surprises every new comer. The system of the country is exemplified in our domestic arrangements; one is desired to do a thing, and that thing cannot be done until the first domestic orders his fellow domestic to do it. A man will keep a shop who could himself do the business of a dozen similar shops, and fifty sleeping shopkeepers may be counted any afternoon in a street not more than a quarter of a mile in length.

The native broker of our commercial houses was not circumstanced exactly as the muccadum and the maistry, inasmuch as the European merchant deputed to the broker a certain work for the performance of which skill and credit were necessary and responsibility was attached. The broker was regarded as a more civilized being than the dealer, whose shyness of the European was proverbial. That shyness has disappeared, and along with it the occupation of the broker. To our thinking the system of European houses employing native brokers to do their business is not only fast expiring, but that it cannot be revived. Nor is it desirable to do so even if it were possible. But with the extinction of the race we cannot forget that Bombay has produced a few native brokers who have been both honest and loyal, and while they doubtless benefitted themselves, they helped to share their profits amongst others, and frequently in a very commendable way. Instances of respectable native brokers of our old commercial houses will occur to many of our readers, and not a few of these brokers merged themselves into the class of merchants in this city, and in their new capacity have done good to industry and to trade.

NOTES OF THE DAY.

TRAGEDY is played in many strange styles. One of them is illustrated by the story which a Hyderabad correspondent tells to a Madras contemporary:—"A singular tragedy occurred in a village the other day some few miles from Hyderabad. A Banian who arrived at the village late in the evening went over to the police station and asked permission of the jemadar to allow him to rest there, as he was afraid to proceed on his journey at that late hour. His request was readily assented to. In course of conversation it was discovered that the Banian had a bag of money with him. After he had gone to sleep, the jemadar and his peons held a consultation among themselves to murder the man and take possession of his money. The Banian, then pretending sleep, overheard the conversation, and when all the men were safe in the arms of Morpheus, quietly stole from his bed, threw the cloth he had on his person over the jemadar, got out of the Thannah, and perched himself upon a tree with the bag of money. A few minutes after he found to his horror the peons assemble under the identical tree and dig a grave, which being done they went back and, mistaking the jemadar for the Banian, deliberately murdered the former, and after hacking the body to pieces they threw the bits into the grave. The peons have been taken to Hyderabad."

A CORRESPONDENT signing himself "Annat" points out, and we are much obliged to him for doing so, "a serious obstacle" to our plan of appointing "notaries public" who alone should be permitted to write bonds conveying an interest in immoveable property. Legislation would, he says, be necessary "requiring certain contracts to be in writing;" otherwise he anticipates that contracts would be made verbally to avoid the payment of fees. Legislation in any case would be necessary if Government really intend to try to cope with the evil, and without it the appointment of public conveyancers would of course be useless. Such a provision as our correspondent indicates would, we admit,—as we do not feel inclined to dispute the correctness of his law,—be necessary, but we do not think it is of so revolutionary or dangerous a character as to nullify the benefit of the proposed check on writers of bonds. Even were it not made, however, we do not believe contracts would be made verbally more frequently than they are at present. The preference the Evidence Act gives to written contracts as documentary evidence is alone sufficient to ensure parties to a contract putting their agreement in writing. Natives, too, have a superstitious regard for written bonds as "estamps ka kaghaz," and do not, as a fact, make verbal contracts to avoid payment of stamp duty, which is much heavier than any conveyancing fees would be. The real objection to the appointment of such notaries, as it appears to us, would be the difficulty of securing proper persons, except at the large towns, where it would be inconvenient to parties to have to resort whenever a mortgage or ordinary loan was made, for we would extend the provision to all written instruments, above a certain value, as it is principally in ordinary promissory notes that the forgers, as we believe, carry on their nefarious trade. It is only possible to protect the ryot against fraud and the tricks of his cunning adversary. He can no more be protected from the necessary results of his own improvidence, or of the misfortunes naturally incident to his position, by any legislative or other action on the part of Government, than he can be ensured a succession of good harvests in badly cultivated fields. As he sows so must he reap. We only want to see that others do not reap what he sows.

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

THE ONE THOUSAND GUINEAS.

LONDON, 2ND MAY.

The following is the result of the race for the One Thousand Guineas:—

Cecilia	1
Angela	2
Windermere	3

The weather has become genial.

LONDON, 3RD MAY.

In the House of Commons last night Mr. Grant Duff, replying to Sir D. Wedderburn, said the pay and allowances of Majors of Artillery in India were much larger than in other parts of the Empire and it was not intended to make any change.

General Garibaldi is reported to be alarmingly ill.

The French have completed a fourth milliard of their indemnity.

OBITUARY.—Captain James Vaughan.

LIVERPOOL WEEKLY COTTON REPORT.

LONDON, 2ND MAY, NOON.

Total Week's Sales of Cotton	60,000 bales.
„ „ Imports of Cotton	103,000 „
„ Stock of Cotton	740,000 „
„ Week's Sales of Surats	18,000 „
„ „ Imports of Surats	23,000 „
„ Stock of Surats	238,000 „

LONDON, 2ND MAY, AFT.

The Liverpool Cotton Market to-day closed steady, Surats quiet but unchanged, and the London Cotton Market steadier.

Fair Dhollers, 6⅛d.

The Manchester Market has been quiet but steady.

7lbs. Shirtings	8s. 1½d.
8¼lbs. do.	9s. 7½d.
40's Mule Twist	1s. 1⅞d.

Arrivals—Neera, Urbino, and Mathew Cay.

THE Hon. H. P. St. G. Tucker goes to England by the mail steamer of the 12th instant.

A MYSORE correspondent tells us that dengue is so prevalent and severe at that place that it has caused the deaths of many people.

IT is said that the Bombay Exhibition has "paid," there being a balance of Rs. 2,000 remaining to the good after meeting all expenditure.

THE *Mofussilite* has heard, on what it considers "good authority," that Mr. T. D. Forsyth is to resume charge of the Umballa Division on his return from Yarkand.

THE Government of India have appointed a Committee, composed of Dr. Joseph Ewart as president, and Drs. Richards and Mackenzie as members, to investigate the question of artificial respiration in cases of snake-bitten animals.

IT is confidently stated that the yield of the paddy crop in Akyab will be much smaller this season than it was last, when 150,000 tons of rice were exported. This year it is feared not more than two-thirds of that amount will be available.

SOME of the members of the Brahmo Somaj in Eastern Bengal have formed themselves into a Society for the suppression of premature marriages, and to assist them have started a pice paper which is to be entitled, "A Great Sin: Child Marriage."

THE *Argus* understands that the Supreme Government have, at the recommendation of the local Government of Bombay, sanctioned the proposal of the latter to take up the management of the Sir Jamsetjee Jejeebhoy School of Art, which will be henceforth treated as an Imperial establishment.

A CONTEMPORARY states that Mr. F. R. S. Wyllie, Under-Secretary to Government in the Revenue, General, and Financial Departments, who has obtained privilege leave of 48 days, will be succeeded by Mr. J. M. Campbell, C. S., at present acting for Mr. John Nugent in the Judicial Department.

IN the list of deaths brought out by the last mail is that of Dr. Robert Murphy, formerly chaplain of St. George's Cathedral, Madras, and afterwards of Trinity Church, Bangalore. Dr. Murphy was for many years Registrar of the Diocese of Madras. He went home on medical certificate at the end of last year.

THE India General Steam Navigation Company experienced a serious disaster at Calcutta on Saturday last. A steamer was towing two flats out of the river, when one of the latter came in contact with the chain of the steamer Queen Victoria, and was cut in two! The cargo, valued at two lakhs of rupees, was entirely lost.

A CORRESPONDENT writes to the *Englishman*—"After all the reports we have heard as to the probability of an overcrowded and very gay season at Simla this year, we understand that up to the present the prospect of such being the case is not very clear. There is a large number of dwellings at Simla yet untenanted, and as there is an observable decrease in the ingress of visitors since the Viceroy's arrival, it is thought that Simla will not be filled to the extent that was at first imagined."

THE Lieutenant-Governor of the Punjab has determined to pay a flying visit to Srinuggur before going to Murree, if the Maharajah of Cashmere can arrange to meet him there. The visit is not one of pleasure, but is to be made, we believe, in compliance with the wishes of the Government of India, its object being the settlement of some political business. Mr. Wynne, the new Cashmere Resident, is with Mr. Davies' camp, and he will thus no doubt go on, in His Honour's company, to his future destination.

ON the 28th February, His Highness Syed Toorkee proceeded to Burka on hearing that Ibrahim bin Kais had arrived at Rostak from Sohar to meet Fysul bin Hamood. Ibrahim, however, only went to Khabooreh, and on learning there of Toorkee's march to Burka returned to Sohar without meeting Fysul. During Ibrahim's absence from Sohar, a party of the El Naim tribe carried off a number of camels and other booty from Sohar. His Highness Syed Toorkee was still at Burka, and on the 7th March was expected to remain there some days.

THE refuge houses in the Soonderbunds would not appear to be a mainstay to the sailor in distress, since they are regularly plundered by the natives. The Government steamer Koladyne, which lately returned to Calcutta after a cruise to these refuge-houses, reports that it was found, as usual, that they had been plundered. It is said that life boats could not live in the Soonderbunds at certain seasons of the year, and therefore men cannot be attached to the refuge-houses for the purpose of guarding them. People at a distance, however, do not see why, if the refuge-houses are meant to stand at all seasons of the year, a man should not live in each of them. The expense of sustaining such a force might be considered counterbalanced by shipwrecked seamen receiving a welcome and dry clothing in the refuge houses instead of a bitter disappointment by finding every article stolen and the places bare. A contemporary remarks that the refuge house articles ought to be branded in some such way as would prevent them being sold in the Calcutta bazaars.

MILITARY ITEMS.

THE Governor-General in Council has authorised the command allowance of Rs. 140 per mensem for native batteries of artillery to be extended to the Hydrabad Contingent.

BREVET-COLONEL F. C. MAISEY is appointed to officiate as Deputy Judge Advocate-General at head-quarters during the time Colonel Hatch officiates as Judge Advocate-General.

INTIMATION has been received by the military authorities at Madras of the outbreak of cholera amongst the company of H. M.'s 45th Regiment "Sherwood Foresters" stationed at Thyetmyo.

WE understand positively that Major Urmston will not be appointed to the Peshawur Division. The more likely candidate for the post is Major Waterfield, whose chances we canvassed favourably two or three months ago.—*Pioneer.*

THE temporary vacancies on the Brigade Staff have been filled as follows:—

Captain FitzG. Gallwey, R. A., to officiate as Brigade-Major at Sealkote.

Captain N. X. Gwynne, 63rd Foot, as Brigade-Major at Rawul Pindee.

Captain A. Seagrim, Staff Corps, as Brigade-Major at Ferozepore.

Major H. Waterfield, as Brigade-Major at Meerut.

THE INDIAN TURF.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I venture to appeal through your columns to the people of the Bombay Presidency on behalf of a degraded turf: that it is degraded, is, I fear, the unanimous opinion of the sporting community, but no one seems inclined to lend a hand to drag it out of the mire into which it now has fallen. Let us all now contribute that 1 per cent. of our incomes which a kind Viceroy has given us into forming a Stud Company, or at least in assisting the efforts of the Calcutta Society for the Prevention of Cruelty to Animals which has been started under such favourable auspices.

I believe that a Stud Company might well be established in this Presidency, and if the subject is one of sufficient interest to provoke discussion on the part of your readers, I will trouble you with another letter more fully explaining my own ideas.

You will believe that I have a natural fondness for the greatest friend of Anglo-Indians—the horse—when I sign myself RAREY.

NEWS-LETTER.

(FROM OUR OWN CORRESPONDENT.)

ADEN, 23RD APRIL.

PEOPLE are leaving Aden to escape from the approaching hot weather.

Captain Priedeaux, 1st Assistant Resident, and Captain Forteath, Cantonment Magistrate, Aden, proceed home very shortly on leave—the former for six months and the latter for a longer period. During the absence of these two officers, Captain Hunter, our efficient second Assistant Resident, will, I am given to understand, conduct the duties, in addition to his own.

With regard to the police, the public of Aden heartily congratulate the Superintendent for the very efficient manner in which the force has been worked since the reorganization, which took place last year, through the unremitting energy of Captain Hunter. The Camp Division, which is now in charge of an European inspector, was up to a few months ago governed by a Somalee subedar, who has lately been removed from the police branch, and appointed Somalee interpreter to the Resident.

Brigadier-General Schneider, I see, is doing a great deal of good at the Point. The saluting pier and the iron rods and fence erected on its sides and the benches arranged there have been repaired, the open drain closed, and the wall in front of Messrs. Cowasjee Dinshaw and Brothers' shop knocked off. The drain was a great nuisance to the inhabitants of the Point. The green-painted benches and the slate-coloured railings give a very fine appearance to the pier. The replacing of the wall by a nice wooden fencing, which if carried right round the old Native Artillery lines would look far better, is also a great improvement.

Our horse-carriage conveyances here also undergo a great change in the way of being properly numbered, something like the way you have in Bombay, and an inspector has been put in charge of them.

SIMLA GOSSIP.

THE season commences in its usual lively manner by a succession of funerals. It is remarkable that at this time of the year Simla abounds in these melancholy exhibitions. Accidents and deaths of every description cram themselves into this portion of the year, leaving all the rest of the year comparatively free. There have been three funerals already, and two or three very severe accidents. Among the latter is a lamentable accident that befell Major Fenwick, the editor of the *Civil and Military Gazette*, the other night. Returning home in the dark without a lantern, his horse lost his way, stumbled, and fell, causing his rider to break his collar-bone. The Major is now laid up and suffering greatly. It is not known how the *Civil and Military Gazette* will be conducted during his illness. *Apropos* of the *Civil and Military Gazette*, the paper has been displaying itself in entirely a new aspect under the auspices of this gentleman. It now forms a brilliant contrast to the journal of the same name that dragged on a miserable existence through last summer, and was only rescued from the very jaws of oblivion that were opened wide to engulf it and send its wretched proprietor

"———Down
"To the vile dust from whence he sprung,
Unwept, unhonoured, and unsung,"

by the well-known writer who took the concern out of his hands.

The same gentleman, it is believed, has some notion of starting an illustrated newspaper here:—an idea deserving of every encouragement, and far from impracticable. The difficulty is, of course, not so much the want of competent artists to conceive, but the total dearth of wood engravers, or even lithographers, to execute good pictures. The way in which this deficiency is proposed to be supplied is by an understanding that the artist is to be his own lithographer, a plan which the *Charivari* is also attempting, but without much success: for it generally happens that a man who can produce a very good picture, when left to do it in his own way, becomes a miserable imbecile when fettered by novel mechanical rules; and when he finds that he is expected to produce perfection from an art of which he knows nothing, the result is that, in nine cases out of ten, the genius thus

"Cabined, cribbed, confined,"

throws down his pen in disgust and vanishes from the scene to give vent to his hitherto bottled-up wrath and indignation at having made such a fool of himself. Let us hope, however, that the proposed illustrated paper will not meet with a drawback on this account, for it would certainly supply a want; and there is, moreover, a large field for the exercise of its functions.

We are having brilliant weather as a rule, though every evening the wind rises and howls dismally through the fir-trees, and the clouds collect overhead for an hour or so. But after having frightened people within doors and deprived them of their usual walks or rides, they have rested satisfied with their victory and given place to starry nights—except by the way, on one occasion last week, when the lightning began to play about the horizon, thunder growled, the rain came down heavily, the wind roared for ten minutes or so, and then all was quiet and the night as clear as ever. This is the only fall of rain we have had yet, but the water supply is getting so very scanty that it would be well if we were to have a great deal more. There are only one or two places where the article can be procured at all, and these places are a good distance off. The quality of the water, too, is none of the best. In fact, Simlaites may look forward with tolerable confidence to another visitation of diarhœa, such as we experienced last year, and which was almost unanimously put down to the credit of the water.

The first of Mr. Goldstein's afternoon concerts was to come off on Monday the 28th. They will no doubt continue to be the fashionable resort of the gay and festive ones as before; and though it is rather early in the season, we may predict that the opening performance will be before a large and enthusiastic audience.

The organ of Christ Church is in difficulties again. For the last two or three weeks it has been in the habit of startling the congregation, and at the same time giving vent to its own feelings by indulging in a prolonged groan as dismal as untimely. But these eccentricities have been put an end to by the organist refusing to play on it in its present condition, and a harmonium has been substituted for the rebellious instrument until it shall have been brought back to reason.

A GENTLEMAN named Trevor has lately been discovered working as a sheep-shearer on a farm in New Zealand, who has been advertised for for a long time as heir to an estate in Iceland, worth £5,000 a year.

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EAST INDIA FINANCE COMMITTEE.

FULL NOTES OF MR. MACLEAN'S EVIDENCE.

(Concluded from our Saturday's issue.)

I SHOULD like to ask a question about that Carwar project; is it not possible that there is a certain amount of jealousy on the part of the Bombay community which made them oppose this new port?—I do not think so; this last report of the Committee even confirms the statement of the Bombay merchants, that if Carwar is made a port it must be subsidiary to Bombay; there will never be any direct trade with England there of any great extent. Now that commerce is carried on so much in large steamers running through the Suez Canal, it never will be worth the while of anybody to run a line down to Carwar alone for direct commerce with Europe: steamers will always prefer to go to Bombay.

The cotton would be brought from Dharwar direct to Carwar, and shipped there, and there would be a great saving through the cotton being brought over that short distance, instead of being carried all the way from Dharwar to Poona and Bombay?—No; it is admitted by this Committee, to which I have referred, that nearly all the cotton, even if the railway were made, would still be brought down to the sea at Carwar, and then carried by sea to Bombay, because freight would be cheaper at Bombay than anywhere else. The tendency of commerce everywhere is to make large ports larger, and to extinguish the smaller ones.

Then we must not put out of consideration altogether, must we, the advantage to all the coasting trade of having another port along that coast?—They have the ports already; I do not see that there would be any advantage to them in having a short railway up to the interior, and Madras has already a port on the western coast, Beypore.

I believe none of the ports are very good except Goa?—No.

Sir G. Balfour: You mentioned a district in the Deccan which has had its assessment largely increased; but was not that district very lowly assessed by Sir George Wingate when he had the revenue survey made?—No doubt it was assessed at a very low rate. Sir George Wingate went on the principle of assessing lands at the lowest possible rental; the whole country had really been wasted by the Peishwa's agents. The Mahratta Government was just an organised system of brigandage, and it was necessary to assess land low in order to get people to take land into cultivation again.

Are you not aware of the fact that, before you went to Bombay, even the Bombay Presidency pointed out the exceeding lowness of Sir George Wingate's assessments?—I am not aware of that.

Are you not aware that the great object which he had in view was to extend the Government area?—Yes.

And that the Government in those days willingly sacrificed revenues for that object?—I daresay his policy was objected to. I discovered last year, in some old papers, that Sir George Wingate was originally an advocate of the permanent settlement in Bombay. When he first began his work he said that a permanent settlement was the best of all settlements for India beyond a doubt. It is only in later years that he has changed having been infected by the zeal of the Revenue Department. The policy of his earlier days was wiser.

I am not advocating the increase of assessment, because I consider lowness of assessment giving satisfaction to the people of India to be of great importance; but I merely wish to bring out the fact that the land was very lowly assessed?—No doubt it was.

Could you give us any idea what the assessment was of that district that has had 80 per cent. added to it; the average rate per acre?—I could not give it now.

Could you give us any idea as to what amount it was raised per acre?—No.

Could you give us any idea of the quantity and value of the produce raised per acre?—I have not those figures by me. There was another talook of most fertile land in Guzerat, for instance, the Soopa taluka. Mr. Beyts proved that the net return there to the ryot was £3 14s. an acre.

You mentioned that the Government of India were exceedingly economical in former years in the plans for public works?—They exercised a very wholesome control, I think, over expenditure, or tried to do so.

And that they had no local influences at work to induce them to be extravagant?—No.

You are aware, with reference to the expenditure in Burmah, the Central Provinces, and the Punjab, that it was not by any means small?—I cannot speak about those provinces.

But you can say, with reference to Madras and Bombay, that the expenditure there was exceedingly economical?—It was not exceedingly economical in Bombay, but that was because the Government of Bombay systematically set the Government of India at defiance.

I am speaking of the period before that took place; in the old days?—There was very little spent in Bombay or in Madras then.

But the expenditure was lavish beyond measure in the Punjab and Burmah?—Yes, that was in the days when the Government of India was a Bengal Government. It is now fairly constituted, and represents the different provinces.

As to Carwar, you know that 20 years ago this project was publicly discussed and gone into?—Yes.

And that it was considered a great object 20 years ago to bring Dharwar into connection with Carwar?—Yes.

And that the expectation was that an export of cotton, direct to England, would take place from it?—Yes.

And that a railway up the Ghats was considered to be a great project, both commercially and in a military point of view?—I am not aware of that.

You are aware that this question was fully gone into when Carwar belonged to Madras?—I have not seen any papers so far back as that. I know ever since it was transferred to Bombay there have been projects of this kind.

With reference to the financial position of India and England, do you think that we have any statistics sufficiently accurate to enable us to say what have been the relative advantages of India in the present day as to the imports of treasure and as to the wealth of the people?—Perhaps it is hardly possible to pronounce a definite opinion as to the relations. All I can do is to point out some counterbalancing considerations to those so frequently urged, to show that India pays to England a heavy tribute.

But you are aware that India, since 1833, has had a vast amount of bullion imported into it?—Yes.

That since 1833, the flow of bullion has been into India, and not from India?—Yes.

And that we have never yet ascertained what was become of that enormous quantity of bullion?—No.

But you are aware that the people's ornaments have become much more numerous in the last 20 years?—Yes; and that the standard of living has improved.

And that the people have shown great symptoms of being well-to-do?—Yes.

Mr. J. B. Smith: As regards the condition of the people, are you aware that in some districts where cotton was grown and the people were in the most wretched condition, their women are now covered with ornaments?—There is a great deal of wealth in the districts.

That in some cases they have such a profusion of wealth, that they even made their ploughshares of silver?—I have heard that story.

Chairman: You have never seen any of those?—I have not.

Mr. J. B. Smith: Are you aware that Mr. Rivett-Carnac states that in his report?—I am aware that he reported the story.

Is there any reason to doubt it?—I do not know that there is.

And that some of them had silver wheels to their waggons?—I think he mentioned it as reported to him, not as having seen it.

Is not that sufficient evidence of the improvement?—It is a slight exaggeration, perhaps.

Chairman: Do you think it was a mistaken metaphor, that the plough and the cart produced silver to the cultivator?—Yes, perhaps so.

Sir C. Wingfield: You say that this so-called decentralisation scheme has led to the local Governments imposing fresh and increased taxation on the people; but you are probably aware that that was the wish and the object of the Supreme Government, because the Supreme Government, in their decentralisation order, expressly stimulated them to put on additional taxation. They said—"We diminish your grant by 350,000l., and you must supply that yourselves; we point out that local taxes might be levied here and there?"—No doubt the Government of India rid itself of the responsibility, and the local Governments in their turn threw it on to the municipalities and local officers.

It was the aim and object of the Supreme Government that the local Governments should have recourse to new and increased taxation?—Yes; and generally speaking to local cesses on land. They could not have that in Bombay, because they had one there before.

Mr. Beach: Do I rightly gather from your remarks that the action of the press has been to excite the Government to new works?—In Bombay I do not think so; rather to restrain the Government.

You stated, I think, that it was particularly pointed out by the press that various new works were required?—That new docks were required for the improvement of the harbour; but the press, I think, has taken generally the line of urging the Government to do this work themselves.

To do that they must levy new taxes?—We say it would have been better for them to do that than to pay another company a sum of money for a piece of property not worth having; and now it will have to be done by a Government board.

Sir D. Wedderburn: Your objections to the decentralisation scheme would be removed, you said, if there were anything of a representative check upon the local Governments?—Yes.

In the case of the non-agricultural cess, did not the native members of the Bombay legislature protest against the reduction of the minimum income assessible to 50 rupees?—I think Mr. Tucker protested against it; I do not know that anybody else did.

Were there not native members who also protested?—I daresay.

They were overruled?—Yes.

They are not in any sense representatives of the natives?—Not at all; they are nominated by the Government of the day, and are not representatives really.

With reference to the withdrawal of that grant from the Imperial Government for the police of Bombay, I suppose the Bombay Government simply carried one step further the principle of decentralisation, and threw the odium upon the municipality?—Yes. A system of decentralisation, in fact, any system, is very good where you have a safe man to deal with; but the object of these checks is to prevent a man who has not much public spirit or principle from taking advantage of his position to go in for lavish expenditure, without caring for the interests of the people.

I should like to understand exactly how you attribute the advantage, such as it is, of the opium revenue to the action of England; is it because of our having forced opium upon the Chinese that we are to claim the credit of giving India this large additional revenue?—Certainly, I am not speaking of the morality of it, merely of the financial result.

Then you drew a parallel between the United States and India; is it not the case that the United States are a country of great wealth and vast undeveloped resources, only requiring capital in order to develope those resources, and where capital is certain spontaneously to find its way?—So is India to a large extent.

That is just what I was going to ask; is it not the case that in India capital would not find its way there in order to create great public works such as railways, unless the security of interest is made safe by a Government guarantee?—I do not know. I think there is a very great deal done in India by English capital, without any connection with the Government. For instance English capital and skilled enterprise have given India her coffee plantations and her tea plantations in Assam, and all along the Himalayas. Then the indigo factories to a great extent are worked by English money, and it is Englishmen who have taught Western India to prepare cotton for the English market, and they also taught them how to make cotton yarn by machinery.

Take the railways, hardly one of the railways is a commercial success; but they have been made by British capital, and a certain rate of interest has been guaranteed upon them by the Government, the balance between their commercial earnings and that rate of interest has to be made up by the Indian taxpayer?—Yes.

Surely that balance may be regarded as something in the nature of a tribute?—No; I do not think it is; it is what the Government pays for the military and political advantages of the line.

Mr. Fawcett: You are intimately acquainted, as I judge by your evidence, with the circumstances immediately preceding the purchase of the Elphinstone Land Company by the Government, are you not?—Yes.

The Company was an ordinary joint stock company, the shares having a market quotation?—Yes.

Do you remember what the value of the shares was; 100l. shares were they not?—They were 100l. shares.

Am I correct in stating that just at the time when the negociations began for the purchase of this company, the shares were at about £50?—Yes, my impression is that they went down at one time as low as 33l.; but a Member of the Committee, Sir Charles Wingfield, stated this morning that he bought them when they were at the lowest rate for about 50l.

Then the capital of the company, you stated was 2,000,000l., did you not?—Yes.

Then in buying these shares at par, in the first place, as to the fortunate shareholders, there was a million of money distributed amongst them, abstracted compulsorily from the unfortunate Indian taxpayers?—Yes.

Now, was there ever in Bombay a list of the shareholders in this Elphinstone Land Company published so as to enable the public to obtain some idea of the kind and nature of the pressure that was put upon the Government in order to induce them to carry out this transaction so favourable to the shareholders?—No; no list was ever published.

But it was again and again stated, was it not, that a considerable amount of private influence was brought to bear upon the Government?—Certainly.

Are you prepared to state of course, if you would rather not answer the question, I will not press the point) your impression, or the impression of the Bombay public, as to the nature and character of that private influence?—I am not prepared to say. I should say that the influence principally used was a social influence to a great extent; and there is no doubt that the people principally concerned in the sale of the Elphinstone Land Company were the Messrs ——— & Co. and ——— of London, and their influence was used both at the India Office and in Bombay, that is the general impression.

And have not the same parties (it has been stated as to one of them, at any rate) been very instrumental in getting up the Carwar Railway scheme?—Certainly; their influence has been at the bottom of the whole scheme.

Have the circumstances which led to that prodigal purchase of this Company ever been investigated; has a list of the shareholders, for instance, ever been published?—No.

Was it known, or was it not known, to what extent the shares were held by people officially connected with the Government?—No; there were rumours, but that was all. No facts have ever been ascertained.

Still those rumours have floated about, and they have never been either contradicted or proved?—No.

Then, as I understand your evidence, to get at the exact nature of this transaction a million more was paid to the Elphinstone Land Company than the market value of the shares?—Yes.

But that does not represent the entire prodigality and waste of the transaction, for in addition to that I understand you that the Government paid 630,000l. for what the Company was bound to hand them over for nothing?—Yes.

So that really what took place was this: for a concern the market price of which at the time was a million, the Government gave out of the money of the Indian taxpayer 2,630,000l.; that is what it really comes to?—Well, I do not know that you can reckon it in that way. If the market price of the property was 1,000,000l., that was for the property irrespective of the ground belonging to the Government, which the Company was bound to hand over; that already belonged to the Government.

But then there is no doubt about twice as much being paid as the market value?—No doubt whatever.

Chairman: As I understood you before, you said that the market price rose with the declaration of the intention of the Government to purchase, and that at the actual time of the purchase the market price had reached the equivalent of the sum which the Government gave?—It had not reached it even then; but when the question of purchase was first mooted the Government might have bought it certainly for half the money.

Mr. Fawcett: Would you give similar information, if you can, to that which you have just given with reference to the Elphinstone Land Company, with reference to the Back Bay Company?—That was an entirely different scheme. The great objection to that was that the Government gave a concession which they really must have known was intended to be used for speculative purposes only; because it was a very wild and impracticable scheme, the reclamation of Back Bay. It could not be turned to any profitable use. They gave that at a time of the wildest excitement in Bombay, at the beginning of 1864, when the shares went up to a fabulous premium, and an immense deal of money was lost, but not of public money; it was subscribed by shareholders; and after the collapse of that scheme the Government bought back the whole reclaimed property, in 1866, I think, for a comparatively small sum of money. They took it off the hands of the shareholders in order to enable them to wind up the affair.

What did they give for it?—I think a third of a million.

But still, considering what desperate straits the Government of India are often put to to raise small sums of 20,000l or 30,000l., a most vexatious and worrying tax being sometimes imposed, the net result of which is only about that, you can scarcely speak of a third of a million, spent upon what you describe as a bankrupt scheme, a trifling sum, can you?—No.

But it was trifling in comparison with the enormous amount spent on the Elphinstone Land scheme?—Yes.

As I understand, the Government, first of all, fanned the flame of speculation mania there, by giving a concession which never ought to have been given to speculators—Yes.

I suppose the transaction was a public one, and, therefore, I presume there can be no harm in putting the names of the persons, to whom the concession was made, in evidence; do you know them?—The principal promoter was Mr. Michael Scott, now dead.

Were the directors of the company known?—Yes; Mr. Michael Scott, and Sir Cowajee Jehangier, and Mr. Gavin Steel.

Do these instances exhaust the list of the commercial transactions into which the Bombay Government entered?—There was the Mazagon case.

Will you describe that in the same way?—I do not know that I can give that so accurately as the other.

Can you give, roughly, the figures?—The Government had a piece of land at Mazagon; the only action which they took in the matter was selling it to any bidder; it was bought at public auction by some men, I believe the same who afterwards started the Back Bay scheme, and they afterwards sold it to another set of projectors for double the money, and these projectors also brought it out again at double the price which they paid for it as a land company. I think that was the history of it.

Who has got it now?—It belongs to a company still; the Government has not taken it back.

With reference to this Carwar Railway, as I understand you, the finances of India you cannot say are safe yet from that transaction, it may be carried out, judging from your evidence, on a greater scale than originally threatened?—Just so; the Government of Bombay has strongly recommended it now a second time.

Has it not again and again been asserted in Bombay, and has not the assertion been made so positively that, if the transaction is entered into, it ought to be most carefully investigated; that, again, in this case, as in the cases of the Back Bay and Elphinstone Land Companies, there were private speculators at the bottom of it?—Yes; there is the Carwar Land Company, which is almost entirely in the hands of Messrs. Nicol and Co.

Therefore you think, as a matter of precaution, that the utmost care should be exercised in order to see how much of the pressure which has been brought to bear on the Government to undertake the railway does not arise from interested motives of private speculators?—Certainly; that was the object of my opposition to it in the first instance to bring that out. I hope the Committee will allow me to say that I do not of course charge anybody with anything. I do not say that Nicol and Co. are not justified in making the best bargain they can for themselves with the State; but I only raise an opposition to the State making a bargain with private people against the public interest, as I consider.

Naturally enough private business men will make the best bargain they can; but, judging from the past commercial transactions of the Government of Bombay, you think it of the utmost importance that they should exercise in the future far greater care than that which they have exercised in the past?—Yes, I think the present officers at the head of the Public Works Department, at Bombay, were far too closely bound up personally, and have had too close connection with reference to this Elphinstone business, with this firm, for them to be fair judges of a matter of this kind.

Therefore you think an inquiry should be conducted by people who have had no connection whatever with these past commercial transactions?—Yes.

Have you formed any estimate, or has any estimate been formed, of what would be the whole outlay; supposing a great network of military railways, which is contemplated at Carwar, is carried out?—No, I do not think any estimate whatever has been formed.

Of course it would be many millions?—It must be many millions.

Do you know anything of the nature of that transaction which led to the enormous expenditure on the country house of the Governor of Bombay?—You mean at Gunesh Khind. No. I only know the history of it, that Sir Bartle Frere had permission from the Government of India to sell the old house and land, and to build a new one for himself, on condition of not spending more money.

But can you, as an independent member of the Bombay community (we have had official evidence on the point), give us any clue to the fact that a local governor can spend, as it appears he did in this transaction, six times more than he ought to have spent; how was it that he was able to disregard every check?—A governor can really disregard every check, if he is so inclined; he has the control of large sums of money, and he can simply spend money, and then say that the deficit is so much.

But you have spoken of a time when the Bombay Government was a frugal government, when they were kept in check by the Central Government; you have contrasted those times of frugality with the times of great prodigality including the last 10 years, when I think you used the expression that the Government of Bombay freed itself from all control from the Central Government. How is it that 20 years ago the Government of Bombay could be controlled, and how is it that now the Government of India, or the Secretary of State, seems powerless to exercise any control over it?—Well, all I can say is that I think that the influence of the Government of India has been used of late years in the direction of economy, and that this Decentralisation Minute was a step in the wrong direction on that account; but the previous efforts of the Government of India in the direction of economy were no doubt thwarted continually by the Government of Bombay. There was a standing feud between the two Governments, and it was taken up as an inheritance by Sir Seymour Fitzgerald when he went out, and was carried on with much more bitterness than in Sir Bartle Frere's time.

But the point I wish to get at is this, whether you can tell how it happens that 20 years ago the Government of Bombay could be controlled by the Government of India, and how it has happened that it cannot be controlled in later years; what checks have been relaxed?—My recollection does not go back 20 years ago; that was mentioned by a Member of the Committee, I think.

Chairman: As a matter of fact, in the meantime has there not been a separate legislative council set up at Bombay?—Yes, and the great tendency is to make the subordinate governments more independent.

Mr. Fawcett: Then the result of this setting up of local councils, and the attempt to make them more independent, has led to greater extravagance?—Yes, and we have had more money to spend too.

The local council in Bombay exercise a very small control upon the Government, do they not?—Very small.

Its meetings are not as well attended as they might be, are they?—No; the councillors as a rule do not show any independent spirit. I think they do not take that interest in public affairs that they might take. I am not speaking of the council of the last six months, for latterly there have been changes.

Without entering into a theoretical discussion, do not you think, in estimating the advantage which a country gets from a foreign trade, it is very important carefully to mark out that portion of her imports that consists of Government stores?—As bearing on the question whether India is materially better off under our rule than if she were independent, I think you must take into consideration whether she would have to buy the stores when she was independent, or not.

But without comparing what she would have to do under a different Government, I simply treat it as a trade question, because I will put this illustration to you: Suppose the country exported 50,000,000l. and she imported 60,000,000l., it would appear that she got an enormous amount of wealth in exchange for her exports; but it may happen that only 20,000,000l. of that were imports which really represent commodities to be consumed by the people, and that 40,000,000l. represents warlike materials or materials for public works, which would prove unproductive, and which were purchased by the Government, and would ultimately have to be paid out of the taxes of the people, and therefore it is very important to ascertain, is it not, of what the imports consists?—Yes, certainly.

And without doing so, a rough statement of the figures gives you no accurate idea of the advantages which a country derives from foreign trade of any particular kind?—No.

Mr. R. Fowler: With regard to the question of the Elphinstone Land Company, could you give the Committee any statement of how the shares of the Company rose in different years; at one time they were at a premium and another at a discount?—They were at a premium in the years 1864 and 1865, and, I suppose, up to 1866. Then they fell in the collapse of all shares in Bombay, but the price was a purely speculative one in those years.

You do not think that the Government could have any ground for thinking that they were really entering on a good commercial transaction?—I do not think they possibly could.

Then as regards the Carwar Railway, was that urged on the Government on military grounds?—No; I read an extract from the Secretary of State's despatch of last year, refusing to give his sanction until some further inquiry had been made. He says distinctly that the present case is not one in which the political and military considerations are of any importance.

Mr. Grant Duff: As a matter of fact, you do not expect to see that railway made, do you?—I do not know what is going to be done at all. I only speak on this last recommendation of the Bombay Government.

But you have no reason to suppose that it will be made—I have no reason to suppose that the Government will sanction it.

Mr. Fawcett: Is the recommendation of the Bombay Government since the despatch of the Duke of Argyll?—Yes.

Mr. Grant Duff: You have not heard anything to lead you to suppose that the view of the Secretary of State in Council has changed?—No, nothing at all. I believe that the recommendation of the Bombay Government has not yet formally come before the Secretary of State; it is so recent as that; it was only published last month.

BOMBAY.

MUNICIPAL FINES.—The Senior Magistrate on Friday disposed of a few municipal cases, and the fines inflicted amounted to about Rs. 75.

ASSISTANT COLLECTOR OF AHMEDABAD.—Mr. F. S. P. Lely, Assistant Collector and Magistrate of Ahmedabad, has been allowed three months' leave of absence.

COTTON ESTABLISHMENTS IN THE MOFUSSIL.—Last month the business of the Cotton Departments in the mofussil was made over to the several District Collectors.

ATTEMPT TO COMMIT SUICIDE.—A Mussulman attempted to commit suicide on Friday by taking a poisonous dose of opium. He was removed to the Jamsetjee Hospital.

THE POPULATION OF AHMEDABAD.—An Ahmedabad paper states that the population of the district is 119,000, and not 114,000, as was stated the other day by the *Gujerat Friend*.

THE OFFICIATING THIRD MAGISTRATE.—Mr. Nana Morojee, the Officiating Third Magistrate of Police, will leave Bombay to take charge of his acting appointment at Nassick by the end of this month.

A NOTED THIEF.—A Mahomedan named Ibrahim Cassum, a noted thief, was on Saturday sentenced by the Senior Magistrate to receive six stripes, for stealing a copper pot belonging to one Mahomed Moosa.

THE MOFUSSIL REGISTRATION DEPARTMENTS.—Hitherto the business of the Registration departments in the mofussil has been conducted by the District Collectors. We learn that from this month four inspectors will conduct the work.

OBSTRUCTING THE PUBLIC STREET.—A Borah named Mahomed Ally Tyebjee was charged before Mr. Connon on Friday with obstructing the public street by making a temporary projection over it without permission from the Municipal Commissioner. Defendant was convicted and fined Rs. 20.

LOSS OF A DIAMOND AND RUBY RING.—Mr. C. A. Langley, solicitor, has reported to the executive police the loss of a diamond and ruby ring, belonging to Mrs. Langley. He suspects his hamal, with whom was found a quantity of tea and sundry other articles. The hamal has been given in charge of the police.

DEATH BY DROWNING.—Dr. Hewlett, Coroner, held an inquest on Friday at Moody Bay, on view of the body of Govind Jayajee, who was drowned in the sea on Thursday by falling from his prow, which was lying off the Custom House bunder. The jury found that death was caused by the man having been accidentally drowned in the sea.

THE KHOJA SAJUNBHOY MERRALLY'S CHARITABLE DISPENSARY.—The total number of patients treated at the Khoja Charitable Dispensary during the month of April 1873 amounted to 1,295, of which 235 were new admissions. Among the latter there 285 Khojas. Adult males 61, females 51, and children 120. The most prevalent complaints during the month were ague, diarrhœa, cough, and skin diseases.

GAMBLING.—At the Fort Police Court, before the Senior Magistrate, on Saturday, Muddon Ramjee and four others were charged at the instance of Mr. Inspector Killen, the first with keeping a common gaming house at Goolalwady, and the rest with being found gaming therein with dice and money. The prisoners pleaded guilty; the first was fined Rs. 25 and the rest Rs 10 each. The money found on the ground was placed in the poor-box.

THE RECENT MURDERS AT AHMEDNUGGUR.—A short time ago at a Court of Criminal Sessions held at Ahmednuggur, before Mr. Bosanquet, Session Judge, two regimental sepoys by name Fuckeerbux Sooltanbux and Noorkhan Budulkhan were charged with murder in having caused the deaths of Mulharee Condajee and Nuthoo Purmanund. Both the prisoners were convicted. The first prisoner was sentenced to be hanged and the second to be transported for life. The High Court, on a review of the case, confirmed the sentence of the lower Court.

CUTTING OFF THE NOSE OF A WIFE.—A Hindoo goldsmith by name Kydoo Myhiputtee was charged a short time ago before Mr. Tagore, Joint Session Judge of Tanna, with voluntarily causing grievous hurt by means of an instrument, in having cut off the nose of his wife. The accused was adjudged guilty and sentenced to five years' rigorous imprisonment. Against the above conviction and sentence an appeal was presented on behalf of the accused to the High Court, and the sentence was reduced to three years' rigorous imprisonment.

A MODEL ADMINISTRATOR IN THE STATE OF RAMDURG.—A correspondent of a native paper observes that the Karbharee of the Ramdurg State, Mr. Vithal Mahadew Dante, is not an able and efficient administrator, but that he has, however, great influence over the late Chief, owing to the services he rendered to him in the lifetime of his mother. The Karbharee is said to be so entirely ignorant of civil, criminal, and revenue work, as to decide cases by a kind of lottery! Even the grave crime of murder is submitted to this absurd test! He also devotes very little time to his official duties, the greater part of the day being spent by him in prayers and similar matters of a personal nature.

THE S.S. STRATHCLYDE, at present in Bombay harbour, has a plan for keeping its passengers supplied with fresh meat of the best quality, which we believe to be a novelty. The P. and O. Company carry oxen and sheep for killing on board, and most of the Canal Steamers take in meat at each port, but the Strathclyde brings out from England fresh meat for the whole voyage—in ice. The head steward selects his animals just before the sailing of the vessel, has them killed, and the meat packed in several tons of ice, so that even when it arrives in Bombay the beef or mutton or pork is as fresh as on the day it was slaughtered. To see on the table in India a huge roast of English beef is a pleasure indeed; for though the "Roast Beef of Old India" (to paraphrase the song) is often worse spoken of than it ought to be, it is but poor stuff indeed beside that of "Old England."

MR. R. H. PINHEY.—Yesterday afternoon R. H. Pinhey, Esq., the Judge and Session Judge and Agent for the Sirdars in the Deccan, was entertained by the Sirdars in the Deccan and others, Mr. Annasaheb Moosimdar, Tateesaheb and Nanasaheb Poorundhurray, Khundarow Veshwas Rastay, all of them Sirdars of the Deccan, and Messrs. Chintamun Succaram, Cassinath Purrushram Gadgil, Wishoonana, Kharbarree of Tateesaheb Poorundhurray. To-day precisely at 11 o'clock, all the pleaders of the Court will present an address to the Judge, and in the afternoon he will be entertained by several native gentlemen of the Poona city. Mr. R. H. Pinhey will leave this for Bombay by Monday morning's train after making over charge of his office to Baron H. DeLarpent, to assume charge of his new appointment of the Judge of the High Court of Judicature of Bombay.—*Poona Observer*, May 3.

WE learn that the local Government have requested the Accountant-General to report on the system of accounts at present in vogue at the Bombay Custom House with a view to introduce some changes therein, if deemed desirable.—*Argus*.

SHIPPING ITEMS.

THE S.S. PEARL, 366 tons, Captain W. Morrison, arrived in harbour on Saturday last from Jeddah (April 12th), calling at Hoodooda and Aden, with a general cargo and one hundred and seventy-seven pilgrims.

THE SHIP BRIDE OF LORNE, 1,323 tons, Captain J. Gillmore, will sail to-day for Liverpool with a cargo of 7,026 bales cotton, 30 bales wool, 230 cwts. horns 100 cwts. coir yarn, 861 cwts. hemp, and 4,399 cwts. linseed.

THE S.S. SIR J. R. CARNAC, 95 tons, Captain P. Azzopardi, arrived in harbour on Saturday last from Coast and Carwar (April 27th) with a general cargo and one hundred and twenty-one deck passengers from different ports.

THE BARQUE CLARA, 623 tons, Captain A. Mackay, will sail to-day for Liverpool with a cargo of 3,271 bales cotton, 144 bales wool, 392 cwts. hemp, 1,801½ cwts. linseed, 163¾ cwts. coir yarn, 240 cwts. horns, and 450 cwts. galls.

THE S.S. PHLOX, 141 tons, Captain G. J. Baker, arrived in harbour on the 3rd instant from Coast and Carwar (May 1st) with a general cargo and seventy deck passengers, from different ports. She sailed the same day for Coast and Goa with general cargo and thirty deck passengers.

THE SHIP NEW ERA, 1,146 tons, Captain C. Babson, arrived in harbour on the 2nd instant from Calcutta (March 15th) with a cargo of 515 bags sugar, 250 bales jute, 16,957 bags rice, 78 bundles twine, 10 coils rope, 1,625 bundles gunnies, 42 cases arrowroot and 1 case apparel. The vessel is consigned to the captain.

THE S.S. STRATHCLYDE, 1,254 tons, Captain C. W. Pearson, arrived in harbour on the 3rd instant from London (April 1st) via the Suez Canal with a general cargo and the following passengers:—Captain and Mrs. Butler and child, Mr. and Mrs. Martin, Mr. and Mrs. Baldwin, Mr. Stewart, Lieut and Mrs. Hartle and two children, and Mrs. Boyce.

THE B. I. S. N. Co.'s s. s. ASSYRIA, 969 tons, Captain E. H. Howell, sailed on Saturday last for Coast, Calcutta, and China with a general cargo and the following passengers:—For Beypore—Mr. and Mrs. W. Blunt, Mr. H. Dashwood, Major and Mrs. Sexton, Mr. W. B. Jones, Mrs. Campbell and child, the Hon'ble Mr. Melvill and servant, Mr. F. R. S. Wyllie and servant, Mr. B. Long and servant, and the Hon. Sir C. Sargent and two servants. For Vingorla—Captain S. S. Dolmahoy and two servants, Mrs. Stiles, Colonel Gordon and two servants. For Cannanore—Sub-Lieutenant R. T. R. Carnac. For Carwar—Captain Mander and two servants, Mr. L. Crawford and servant, Mr. Inverarity and servant, Mr. Nanabhoy Sorabjee, Mr. T. M. Filgate, and Mr. Eduljee Burjorjee. For Rutnagherry—Mr. and Mrs. Woodward and servant. For Mangalore—Mr. and Mrs. S. D. Fannell and Dr. and Mrs. Langley. For Cochin—Mrs Baumgardt and three children. For different ports—Twenty-four deck passengers.

PASSENGERS BY THE HOMEWARD MAIL.

THE P. & O. Co.'s s.s. CEYLON, Captain Robert Methven, will sail to-day for Aden and Suez with the English mail and the following passengers:—

FOR SOUTHAMPTON.

Mrs. Loudon.
Mr. & Mrs. A. H. Leith Fraser.
Captain A. H. Browne.
Mr. and & Mrs. W. McGregor.
Mr. Robert Hodge.
Lieut. and Mrs. Coate & infant.
Mr. W. Littlewood.

FOR BRINDISI.

Mr. J. Simpson.
Captain C. H. Plowden.
Colonel Douglas, R. A.
Dr. W. B. Beatson.
Colonel W. Gray.
Mr. Hamilton Maxwell.
Mr. Bishop.
Mr. Ardaseer M. Kaka.
Mr. Rustomjee P. Kerrawalla.
Master Reynold.
Mr. Rogers.
Dr. Lethbridge.
Mr. G. M. Stratten.
Lieut.-Col. A. R. Gray.

FOR VENICE.

Colonel St. George.
Mr. W. A. Porter.
Mr. H. E. Jacomb.
The Hon. Mr. Justice Kemball.
Mrs. Kemball.
Mr. and Mrs. Brodhurst.
Mr. F. T. Atkins.
Mr. J. Sutcliffe.
Captain J. Miller.
Mr. H. Betts.
Mr. J. D. Ward.
Mr. J. F., Mrs., and Miss Moir.
Mrs. Playfair.
Mr. J. A. Ross.
Mr. F. Freeborough.
Mr. J. H. Beasley.
Mr. and Mrs. H. E. Astley.
Captain Dodd and child.
Mr. F. Asquith.
Mr. T. F. J. Wakley.
Mr. W. R. Pratt.

FOR GIBRALTAR.—Mr. R. B. Frias.

FOR SUEZ.

Mr. W. F. Rogers.
Mr. E. Eegner.
Colonel Currie.

FOR ADEN.

Miss S. Stevens.
Mr. and Mrs. J. Baker,
Three Natives.

THE TOWERS OF SILENCE RIOT CASE.

AT the Girgaum Police Court, on Saturday last, the enquiry into this case was resumed before Mr. Cooper against seventy-two of the defendants, the case against three, who were sick, being reserved at present. Mr. Ferguson, instructed by the acting Public Prosecutor, appeared for the prosecution. Mr. Inverarity, instructed by Mr. Arthur Peile, appeared to watch the case on behalf of Coorjee Pragjee and Jacob Jumal, who claimed the ownership of the disputed ground. Mr. Starling and Mr. Leith, instructed by Messrs. Craigie, Lynch, and Owen; and Dr. Dallas, Mr. Chalk, and Mr. Payne appeared for the defendants, who were all represented.

The case was called out at 12-30 P.M., when four more of the defendants did not answer to their names, which were Cowasjee Adurjee, Rustomjee Dorabjee, Sheriad Rustom, and Gunnoo Mahadoo. Mr. Ferguson applied they should be called on their bail.

The Magistrate thought a mistake might possibly have been made by the defendants as to the time.

Mr. Ferguson said he did not like the idea of being made to wait until the prisoners chose to come up at 2 P.M.

The Magistrate said their recognisances would be escheated.

Mr. Starling suggested that the recognisances should not be escheated until the end of the day's proceedings.

The defaulting defendants came in some time afterwards and were warned to be punctual in their attendance.

Bhowanee Cassoojee said—I am a police havildar No. 735 D. At 10 o'clock, on the morning of the 4th April, I was on Malabar Hill near the chawl and tent at a short distance from the compound wall of the Towers of Silence. I was near the municipal burning ground with ten or twelve sepoys with me. I saw about 150 persons inside the compound wall: some were sitting and some standing. They came out of a small door in the wall. Some climbed over the wall. The small door faces the municipal burning ground. Others came from the direction of the town. They had sticks in their hands, also powras, pick-axes, crowbars, and chunam pounders. I spoke to No. 1 prisoner "What is up to-day?" He said "On my ground a chawl has been built and a tent erected; and I have to break them down and clear off the ground." He further said "You, police, have no business in this." He directed the other persons to pull down the chawl and tent and clear the place. He put me on one side with his hand. The men commenced at once to break and pull down. They rushed up at once and commenced quickly to break down. The crowd were excited. Among those engaged in the work of destruction were prisoners Nos. 18, 20, 21, 27, 40, 43, 45, 61, 66, 72, 74, and 75, (in all twelve persons.) Prisoners Nos. 1, 2, and 32 were there. They had no sticks in their hands. Mr. Brown gave them in custody of the jemadar. Several of the persons ran away in different directions, and some ran into the compound of the Towers of Silence. I don't know what was done with the small door after they ran away. There were some persons on the ground when the Commissioner came up; and they were then arrested. I called out to them not to leave, as they had done the work of destruction. We stopped them from going into the compound of the Towers of Silence. Besides those I have already pointed out, I recognise many who were on the ground and who came with the crowd from the small door in the compound wall of the Towers of Silence and from the direction of the town. They were Nos. 6, 13, 14, 26, 30, 31, 39, 48, and 56 (in all nine persons.) A ladder was placed against the compound wall and about twenty-five persons got on to the ground by climbing over the wall. I did not go into the compound with the Commissioner. I was one of the escort who conveyed the prisoners in a file to the Mazagon Police Office.

Cross-examined by Mr. Starling—I saw the men in the compound while standing over a heap of earth. I had never before been on the ground. I did not know it belonged to prisoner Manockjee. I was not assaulted by any one.

Cross-examined by Mr. Payne—I don't know that the second defendant is a contractor for some works in the neighbourhood of the Towers of Silence. I never met him on the road near the Towers of Silence. I don't know of any work going on in the compound. I had received orders from Mr. Brown to take into custody any body who pulled down anything, any building, or any chawl on the ground; or any body who created a disturbance. Whoever pulled down was to be arrested. No exception was made in favour of Coorjee Pragjee's men. I had never received such an order before.

Cross-examined by Dr. Dallas—The whole crowd that came out of the Towers of Silence was composed of 200 persons. I mean the whole crowd on the ground. The persons whom I have last pointed out I had seen before. I do not know their residences. They don't live in my district, nor do I know if any of them is employed in my district. Before the 4th April, I used to see them going about, but I cannot say when last I saw any of them. I have been employed in the Malabar Hill district for the last five or six months. About twenty-five or thirty men belonging to Coorjee Pragjee were on the ground from the time the chawl was built. They were chiefly Purdasees and Candaharees.

Cross-examined by Mr. Chalk—I knew by sight all the persons I have identified before the 4th April. I knew No. 45 by sight. I don't know at what particular place I last saw him. I don't know his occupation, nor where he lives. I don't recollect what particular thing he did on the ground on the morning of the 4th April. (Witness gives the same answers with regard to prisoners Nos. 27, 43, 21, 32, 31, and many others of Mr. Chalk's clients.) I saw Nos. 20, 40, and 26, with a stick on the ground. No. 18 was using a stick and breaking down the chawl. I saw No. 39 on the ground with a stick. I saw him before that day driving a buggy. No. 56 was engaged in breaking down the tent. They were quite close together and running in and out. Every one without a single exception was doing something or other. The Commissioner ordered the policemen to identify those who were engaged in the work of demolition.

Re-examined by Mr. Ferguson—I have seen Mr. Chalk before the proceedings in the Police Court, but cannot say where last I saw him. I don't know whether No. 39 is a notorious character, a Dhobie Talao buggywalla. There were no idlers among the 200 or 300 persons who were on the ground. I have been a day-duty havildar at Walkeshwur for the last five or six months.

Pandurang Wittul said—I am a police naique No. 779 in the D. division. Among those who were present at the disturbance on the morning of the 4th April I recognise prisoners No. 1, 2, 10, 21, 30, 32, 38, 51, 53, 64, and 65, (in all eleven persons.) One man came to beat me with a stick. The superintendent took the stick from him and gave the man and the stick in my charge. That man is prisoner No. 51, Polad Aspaniar He was quite close to me; the stick was raised; and if the superintendent had not taken it, it would have struck me.

Cross-examined by Mr. Starling—I have been on duty at Malabar Hill for a long time. I have long known the first defendant. I don't know if he is the lessee of the ground on which the disturbance occurred. I never heard he is the lessee. I was not present on the ground on the 27th March last.

Cross-examined by Mr. Payne—I did not see the second prisoner do anything. He and the first prisoner said to the crowd—"This is the Parsee Punchayet's ground, break down the chawl and the tent and clear the ground." When we saw 300 or 400 persons (corrects himself 200 or 250 persons) come along with the first and second prisoners, we asked them "What are you going to do?" They said they were not going to fight, or assault any body, or create any disturbance; but were going to pull down the chawl and the tent. If the Sircar inflicted any fine, they said, the Parsee Punchayet had ample funds accumulated to pay the fine. No sooner was that said than the people rushed upon the chawl and broke it down. I have seen the second prisoner pass and repass near the Towers of Silence.

Cross-examined by Dr. Dallas—I do not know the names of those whom I said I had seen before. I had seen No. 10 coming along with funerals before the 4th April. Mr. Brown was not present when the first and second prisoners said they were not going to assault any body or create a disturbance.

Cross-examined by Mr. Chalk—I saw No. 38 running with a stick and striking a man. I have seen him going to the dhurmsalla at Chowpatty. He was arrested at Mazagon. The man who was assaulted identified No. 38 at Mazagon; but I don't know if he is here. (Witness was examined as to the identity of Mr. Chalk's several clients. He said he had seen them before with funeral processions or at the the Dhurmsalla.)

Re-examined by Mr. Ferguson—I don't know who the man was that was assaulted by No. 38. He was standing at a great distance, and was, I think, a man of the Bania to whom the chawl belongs. Many of the Iranee prisoners frequented the dhurmsalla; and I had seen them before.

Oomerkhan Vujeerkhan said—I am a police sepoy No. 752. I was present at the disturbance at Malabar Hill on the morning of the 4th April, and identify prisoners Nos. 41, 64, 66, 72, and 75.

The witness went round among the prisoners to point some of them out and returned into the witness-box, when Mr. Mahon, inspector of police, asked him—"Is there no one else?"

Mr. Payne—I want to know, Sir, whether this man here (pointing to Mr. Mahon) is a magistrate that he is telling the witness in a menacing way "Is there no one else?"

The Magistrate—Which man do you mean?

Mr. Payne—Here, this man sitting on the table, (points again to Mr. Mahon.)

The Magistrate (to Mr. Mahon)—Why did you interfere with the witness? You had no business to tell him anything.

Witness continued—No. 41 was knocking down the chawl with a stick. No. 66 was also knocking down with a stick. (Describes what he saw some of the other prisoners do.)

Shaik Hussein Shaik Dawood said—I am a police sepoy No. 774. On the morning of the 4th April I was on duty near Mr. Brown's bungalow. I saw six Seedees, one Iranee, and one Parsee going with sticks in the direction of the Towers of Silence; and I stopped them. They were going in company together.

Mr. Ferguson said he had two more witnesses to examine—the men who were assaulted.

The Magistrate said he would adjourn the case until Tuesday next.

Mr. Starling asked his Worship to take the case again on Monday.

The Magistrate said Monday was always a very busy day, and he could not spare any time for this case on that day.

Mr. Starling said he would, in that case, apply for a longer adjournment, as both he and his learned friend were going out on Tuesday on professional business. A longer adjournment would be no hardship upon the prosecution; whereas if the case was adjourned to Tuesday next, an injustice would be done the defendants, because those who had attended to their case would not be able to address the Court on their behalf owing to their absence from Bombay.

The Magistrate said he should be very happy to oblige Mr. Starling, but he thought he must finish the case as soon as possible.

Mr. Starling again spoke of the injustice which would be done the defendants if some one who had not attended the enquiry had to address the Court on their behalf.

The Magistrate—I should be very happy to oblige you, but considering all the circumstances, I should go on with the case on Tuesday.

Mr. Starling—Mr. Ferguson has no objection.

Mr. Ferguson—As far as I am concerned I am ready to finish the case this evening.

The Magistrate said he had been sitting from 10 A.M. and as the depositions had to be read over, he could not take another witness that day.

After some further conversation, the magistrate adjourned the case until to-morrow (Tuesday) at oonn.

THE COLLISION CASE.

ON Saturday Sir Charles Sargent delivered the judgment of himself and Mr. Justice Green in the suit of the Antares v. the Augusta. The plaintiffs claimed Rs. 93,000 as compensation for damages sustained by their ship Antares in a collision with the defendant's ship Augusta. Sir Charles Sargent in delivering judgment said that the collision took place on the night of the 10th and 11th of December last in latitude 20° south and longitude 32° 35' west. The Antares was a barque of 359 tons, bound from Callao to Havanah, laden with a cargo of guano. The Augusta was bound from Liverpool to Bombay with a cargo of coal. The collision resulted in the loss of the plaintiff's ship and cargo. The captain and crew were brought on to Bombay in the Augusta. On the application of the plaintiff a warrant of arrest was issued against the ship Augusta, and a motion on the question of jurisdiction for the discharge of the warrant was refused by the full bench. The defendants filed their written statement, and the suit came on for hearing, it being understood that defendants protested against the jurisdiction of the Court. Plaintiffs' case was that on the 11th December 1872, at 2-40 a.m., the Antares was in latitude 20° south and in longtitude 32° 35' west, being on the starboard tack close to the wind with a breeze from east north-east. The side lights were lit and in place, the master was on the watch, and a good look-out was kept aboard her. The moon was shining, and by that light the ship Augusta was seen running under the wind towards the Antares, and showing no lights. A squall at that time passed over the moon and hid the Augusta. As soon as the cloud had passed over, the Augusta was seen quite close with her starboard lights visible. The Antares was kept as close as possible, but the Augusta was kept on her course in order to pass the Antares, and, therefore, as it was absolutely necessary to avoid a collision, the Antares was caused to veer about. The master of the Augusta, in place of causing that ship to veer round to avoid a collision, allowed the Augusta to come to, and came towards the Antares under full sail. The Augusta ran stern on into the Antares on the port side abaft the main rigging, causing such damage that the Antares sank shortly afterwards. The master and crew used every means in their power to save the vessel until obliged to abandon her to save their lives. They were then taken on board the Augusta.

The defence set up by the defendants in their written statement was that, about 2-30 a.m. of the 11th day of December 1872, the Augusta, in the prosecution of her voyage, was in lat. 20-42 south and long. 31-21 west close hauled on the port tack, steering south by east or south-east course, that is to say, about a point one way or the other. The wind was light and variable from east by south or thereabouts. The Augusta had a green light on her starboard side and a red light on her port side, both lights burning brightly. The second master was on deck and in charge, and a good look-out was stationed on the top-gallant forecastle, and another look-out was stationed on the poop.

In these circumstances a vessel which proved to be the barque Antares was observed on the lee bow about a mile distant. When first observed the Antares showed no lights whatever, and those on board the Augusta could not see which way the Antares was steering. About fifteen minutes after the Antares was first observed, she showed a red light, and those on board the Augusta then for the first time knew that the Antares was crossing or heading towards the Augusta. The helm of the Augusta was then immediately put up and her cross-jack yard or mizen yard squared, and her spanker lowered, and she fell slowly off the wind. The Antares, instead of holding on her course, whereby she would have cleared the Augusta, was (all control over her having been lost so far as could be observed by those on board the Augusta) allowed to drift slowly in the way of the Augusta. About ten or fifteen minutes after the helm of the Augusta had been put up as aforesaid, the two vessels came into collision.

The written statement concluded by specifying the damage done to the Augusta through the collision, and the amount which defendants claimed as compensation.

It was incumbent on the plaintiffs to show that they had sufficient cause to abandon their vessel. The evidence of the master and crew of the Antares was that by the collision a hole was made in the side of the ship extending to one metre below water, that her mizen mast was carried away, the beams of the deck broken, all her boats but one smashed, and other serious damage done, and that immediately after the collision the ship commenced to make water rapidly. The nearest land was that of the Island of Trinidad, some 50 or 60 miles off. Captain Methven had expressed his opinion that they were justified in abandoning her, and the soundness of that opinion was not attempted to be refuted, nor was it alleged in the written statement that the plaintiff's ship was not in a sinking condition. Their Lordships thought therefore that the evidence satisfactorily established that there was more than a reasonable prospect of the lives of the crew being in danger and that they were therefore justified in abandoning the ship. With regard to the question of lights, it was alleged by both sides that neither ship had lights when first seen by the other. The Court did not think it necessary to decide on this point, on which the evidence was conflicting. There was evidence to show that each vessel had lights soon enough to see the other; and from the evidence it appeared that they had ample time to take measures to avoid a collision and that it could not be ascribed to the absence of lights. The real question was to which vessel attached the blame for the collision. It was not denied that it was the duty of the vessel with the wind on the larboard tack to keep out of the way of the other vessel. From the evidence as it stood it was clear that those on board of the Augusta must have known that the Antares was approaching on the starboard tack. As soon as the red light of the Antares could be seen no doubt the Augusta should have put her helm and gone off the wind at once. This, it was contended, she did, but both sides were at variance as to the time when the manœuvre was executed. The evidence of the crew of the Augusta was that this was done some 10 or 20 minutes before the collision, but that the Antares defeated her attempt to keep away by luffing. On the other hand, the evidence of the crew of the Antares was that the Augusta did not go off the wind, but went on luffing until 150 metres of their ship, when she went off the wind, but too late. If no question had been raised as to whether the Antares went off her course, the only question for consideration would have been whether or not the Augusta took the necessary precautions for keeping out of the other vessel's course. But the case as laid for the Augusta was that the measures taken for her were defeated by the Antares. It became necessary therefore to consider which of the two statements was reliable. After careful consideration they thought it impossible to accept the American's statement that he commenced to bear away immediately the red light of the other ship became visible. It did not seem possible that the American was half a mile away when he executed the manœuvre, as he had ample sea room, and from 10 to 20 minutes to judge how far to keep off. The conclusion from all these circumstances was that the Augusta must have kept her course for some time. After seeing the red light of the Antares she changed her course only a short time before the collision. As to what the Antares did there was not much evidence to show. The captain said that he kept her well up to the wind, not losing command over her. The Court thought that it resulted with sufficient certainty from the evidence that the Antares did deviate two or three points from her course, when the vessels were four or five hundred yards apart, and before the Augusta changed hers. That being so, was she justified in taking that course? The question was peculiarly a nautical one, and the Court regretted that it was deprived of the advantages to be derived from the assistance of a nautical assessor on a question like the present. Captain Methven had expressed his opinion that the Antares was justified in going out of her course to avoid the immediate danger. No professional evidence had been called on the other side to contradict that assertion, and after the best consideration they had come to the conclusion that as her position was one of immediate danger she was justified in going out of her course.

Their Lordships therefore awarded the plaintiffs the sum of Rs. 78,400 (value of the ship Rs. 15,000, freight Rs. 1,800, value of cargo Rs. 45,400), and costs of the suit and also those of the jurisdiction motion. They held that the defendants were not entitled to recover the Rs. 5,000 for damage done to their ship, nor Rs 1,000 for the keep of the crew of the Antares, as on the American captain's own admission they had earned their food.

On the application of Mr. Lang, execution of the decree was stayed until further order, the ship remaining under arrest, and the plaintiffs being at liberty on giving notice to the defendants, to move hereafter before one of their Lordships in Chambers for execution.

INDIAN ITEMS.

THE Government is said to have modified the terms on which Nawab Wullee Mahomed is entitled to succeed to his father's jagheer in Mirzapore, which has been considerably diminished by the encroachments of the river.

THE sailor Beattie, who some time ago murdered the chief officer of the ship Isle of Wight at Rangoon, has been sentenced to penal servitude for life. The papers have, however, been sent up to Government with a recommendation for some commutation of the sentence. The prisoner received a good deal of provocation from the chief officer, and hence the recommendation to the Government of India.

A NATIVE paper says that on the visit of Rajah Hurburns Singh, of Lahore, on pilgrimage to Gya, a number of his ornaments and jewels, comprising a *jigha* (an ornament of gold and jewels worn on the turban) worth Rs. 35,000, a necklace valued at Rs. 18,000, besides other valuables, were stolen. The total value of the loss is estimated at upwards of Rs. 1,04,000.

SPORTING.—We hear that the stewards of the Bangalore races have given notice to Hackney, the jockey, that he will not be allowed to run his horses in those races from which dealers are excluded, although they have accepted his entrance-money. We can see no connection between a dealer and a jockey, which should include both under one description.—*Englishman.*

BIG HAILSTONES.—A correspondent has forwarded us drawings of hailstones which fell in great quantities at Kânchrâpâra during a storm on Sunday last at 5-45 P.M. One of these possesses a diameter of three inches and a half, and the other of three inches and three-eighths. Some larger ones are said to have been picked up, sketches of which were not made.—*Ibid.*

MURDERS IN RANGOON JAIL.—Two murders have lately occurred in the Rangoon Jail on two consecutive days, the 18th and 19th of March. In both cases an investigation has shown that the murders were the results of a quarrel between two prisoners working together at making bamboo chicks, deaths being caused in both instances by the murderers striking their victims on the head with billets of wood used in the work on which they were engaged. No blame is attached to any of the prison authorities, as the assaults were committed so quickly that, even if any officer had been close at hand, he could not have prevented them, and one blow proved fatal in each case.—*Ibid.*

AN OUTRAGE IN CALCUTTA.—No less than thirteen natives, of different castes, were last week charged by Mrs. Marin Easton, wife of Captain Easton, a resident of Entally, with having trespassed into her house and caused mischief. It appears that a plot of ground adjacent to the prosecutrix's house had been used by her neighbours, the defendants, for purposes unfavourable to the sanitary state of the locality, to prevent which she rented the ground from the landlord and fenced it. The defendants took umbrage at this, and, on the afternoon of the 9th instant, assembled in a body round her house, battered the building with bricks, broke open a side-door, entered the house, went upstairs, and smashed everything they could lay hands on, and abused her in the most foul and filthy language. The magistrate of Sealdah, Coomar Harendra Krishna, Rai Bahadoor, convicted all the offenders and fined them Rs. 10 each.

TO MOTHERS.—A correspondent sends us a solemn warning designed for the benefit of Anglo-Indian nurseries. Dr. Stark, he says, the Registrar-General of Scotland, in his fourteenth annual report, throws out a suggestion worth the consideration of every mother in India. It is this:—"The English are in the habit of stuffing their babies with spoon meat almost at birth, while the Scotch wisely give nothing except the mother's milk till the child begins to cut its teeth. The English practice caused one death from convulsions in every 34 of the children born during the year, in Scotland during the same year one death in every 370 born." "How many Anglo-Indians," asks our correspondent, "persist in discarding the teaching of nature—how often do we see a toothless infant crammed with farinaceous food?—and with what result? Brydon's mortuary tables of European children in Bengal Presidency from 1860-71 show that one infant dies in every ten, taking twelve successive years as our factor."—*Pioneer.*

FRONTIER INTELLIGENCE.

ONE of our Frontier correspondents states, that a caravan of Panda merchants, while passing with their goods through Kâni Goorm to Furmul were attacked and plundered at Kutkora by a body of about 1,700 armed Suleman Khails—who are said to have carried off 11 women and 2 children, as well as a quantity of valuable property and camels as their booty.

The Pandas are said to have lost in killed and wounded about 87 men, while the loss on the side of the Suleman Khails, was, we understand, only 48.—*Indian Public Opinion.*

HOSPITAL ACCOMMODATION IN P. AND O. STEAMERS.

A "SURGEON" writes to the *Madras Mail*:—

"I see in your paper of Friday evening, April 25th, a letter from several passengers to the Directors of the P. and O. Company, touching 'Hospital accommodation on the P. and O. Steamers.'

"In the concluding portion of the letter it says,

'*The suggestion we make is we believe entirely novel.*'

If you can turn to some numbers of the *Mail* for 1869, in which your present correspondent wrote you some letters on his trip home, you will find the measure very warmly advocated. It strikes a medical man at once, and has, I daresay, suggested itself to numbers of medical officers besides myself. I have no copy of those letters by me here, but I can very well re-call the circumstances which induced me to make the suggestion.

"There was on board, an officer of Bengal Engineers going home stricken with a fatal malady. He was confident of course that his Indian medical advisers, who had strongly recommended him to remain in his comfortable house in Calcutta, had made a mistake, and it needed only an interview with some London man to set him right at once. One symptom of his malady was vomiting, attended with painful and ineffectual retching. He occupied with his wife a saloon cabin, and nothing could be more annoying, to all concerned, than to hear this poor fellow's efforts to suppress, during meal times, the irrepressible sickness, which tormented him and every one else. No one could complain; it would have been heartless and unkind; but it was a source of disgusting annoyance all the way to Suez, where we left him, and where, poor fellow, he died.

"The other case was that of a Madras officer, who was put on board very feeble, but not mortally sick. At Galle we met the Australian and China passengers, and our steamer became very crowded. I remember well about 8 o'clock in the evening, finding him sitting in a long easy chair, I thought dosing, but on questioning him and feeling his pulse, I discovered that he was in that listless, apathetic, almost fainting state, indifferent to every thing around him, which comes on a sick man left many hours without food or stimulant. In the bustle and turmoil of taking in passengers, our sick officer had been forgotten, and he had had nothing since breakfast, no lunch or dinner. A few more hours of neglect, and the sands of life would have run out altogether, and his friends in Madras or elsewhere would have read that Capt.——— died suddenly of disease of the heart—or what not.

"A sick saloon, however small—seems to me an imperative necessity on a passenger ship from India, and the only wonder is, it has not been before insisted upon. The movement of Sir Arthur Gordon, Sassoon and others, should receive the warm support of the Indian Press."

CENTRAL ASIAN NEWS.

THE following has been received at the Foreign Office:—

A Turcoman recently informed the Governor that the Russian Commander had quitted Kizzil Arvad and had encamped at Chakoshlar on the shores of the Caspian, four farsakhs distant from the embouchure of the Attrek River. He had sent an officer, accompanied by three Turcomans of the Jaaferbai tribe, to the Chaurva tribe of the Zemoot Turcomans, who reside below the Goorgan River, with the object of hiring camels. The elders of the said tribe informed them that, according to an official arrangement between Persia and Russia, from the Attrek waters up to Balkhan was to be with Russia; that they had no right, therefore, to interfere with this (the southern) side, which belonged to Persia; and that if they had any business to arrange with their tribe they were to apply to the Governor of Asterabad, who would give his orders to them (the elders), and then, if possible, they would give camels. The Russian Officer on hearing this returned to Chakoshlar.

Whenever the Ameer hears that Russian Officers intend visiting Bokhara, as they generally do in parties of ten to twenty, he appoints a Mehmandar to receive them, and goes out on a hunting excursion, and remains out in the country until they leave, when he returns.

The Ameer has twelve regiments of regular soldiers, raised from all the tribes in Bokhara, and guns mounted and unmounted about 80, but his troops are not so well disciplined as those of other countries.

Digitized with financial assistance from the Government of Maharashtra on 27 June, 2017

THE CENTRAL PLATEAU OF ASIA.

TO THE EDITOR OF THE "TIMES."

SIR,—At the close of Sir George Lawrence's letter in *The Times* of this day there is a proposal for the Government of India to organize an expedition to survey the country on the northern frontier of Cashmere, and to ascertain the means of access to that country from the Valley of the Oxus. I should like to be allowed to show to what extent this has already been done, and why such explorations have not been carried as far as both geographers and politicians could wish, as well as to say a few words on the question raised by Sir G. Lawrence as to the approaches to India from that quarter.

The officers of the Great Trigonometrical Survey of India have had access for many years to the Cashmere territories, and have prepared elaborate and accurate maps of nearly the whole of them. In the direction of those places which would be on the way to the Valley of the Oxus they went to within two marches of Gilgit, which is the chief military post of the Maharaja of Cashmere north of the Indus; the risks attending such travelling as the surveyors must for their purposes adopt were, and are, on that exposed frontier, too great to allow of the detailed mapping being carried further, though many mountain-peaks beyond were determined from a distance by triangulation.

Afterwards the Royal Geographical Society, wishing to have the Pamir Steppe and the sources of the Oxus explored, sent out the late Lieutenant G. W. Hayward, who in his second bold attempt to reach that region penetrated beyond Gilgit, and passed the Maharaja of Cashmere's frontier, high into the valleys of the tributary streams of the Gilgit river. His account of that journey, printed by the Royal Geographical Society, gives the best information we have of the geography of those parts. The unfortunate result of Lieutenant Hayward's third attempt—in which he was killed at the very foot of one of the passes leading into the Oxus basin, by order of Mir Wali, the chief whose territory intervenes between the Maharaja of Cashmere's frontier and the Indus and Oxus watershed—justified the opinion of those who saw great risk in attempting to explore among the blood-careless tribes of Yagistan.

In the year 1370 I was sent by the Maharaja of Cashmere to Gilgit, and went three days' march beyond that place, to his frontier post; thus I had an opportunity of getting information as to the roads leading into the Gilgit Valley from the north, from which I may be able partly to answer Sir George Lawrence's question as to the character of the approaches to Cashmere and Hindostan from that direction.

The Passes, whether from the Yarkand country on the north-east, from Badakshan on the north, or Chitral on the north-west, may be described as practicable for horses during somewhat more than half the year, but at no time easy for horses—that is to say, any but a mountain-bred pony or galloway would find them really difficult; and none of the Passes are practicable for camels, not even for the two-humped camel of Turkistan, though I grant it may be possible to get a camel over, but not to make use of him as a carriage animal. On the direct road from Badakhshan to the south is the Darkut Pass, which, though practicable for horses, cannot be very favourable for them, as there is a glacier on the northern side, with, I have been told, crevasses to be avoided.

Besides the Passes themselves, there are on the hither side numerous defiles which, from the difficulty of the path that traverses them, constitute great obstacles to traffic in ordinary times, and would in war give immense advantage to the possessor of them.

Considering the difficulties at various points of the road, and other attending circumstances, the details of which it is impossible to trouble you with, I cannot but conclude that the approach to Cashmere and India of any large force by this way would be impossible, while a smaller one, such as might be sent to harass or for a foray, could easily be kept out by the Power that should hold the country up to the Passes, if equipped anything like equally with the invader.

There remains the side route which Sir Henry Rawlinson has, on two or three occasions lately, spoken of as the natural line of communication between India and Turkistan—that from Wakhan, over the Barogil Pass, and down the Chitral Valley to Jellalabad and Peshawur. This last Pass is far easier than those on the west of it, being regularly traversed by camels. The whole question of this route is well worth the attention of Government, both for political reasons and because it might, were certain difficulties got over, become the chief trade route to Eastern Turkistan, and enable in the future the traffic with that country to expand more than it possibly can while carried over the lofty passes and plateaux of the road which it at present follows.

I am, Sir, your obedient servant,
FREDERIC DREW, late Maharaja of Cashmere's Service.
24, Eastbourne-terrace, April 9.

SCANDAL AT ST. CYR.

ONE of those noisy scandals pretty common in French military schools has just occurred at St. Cyr, and drawn down some sharp criticisms from the Parisian press on the management of that rather over-vaunted, yet very important, institution. A senior cadet, holding sergeant's rank, having fault to find with a junior, reported him in the usual way, and got him punished. The junior contended, however, that his offence was one which had nothing to do which school discipline. He denied the right of the sergeant to take any cognizance of it, and his view was endorsed by all the other cadets, who unanimously sent the sergeant to Coventry. Enraged at this, the sergeant, while drilling a squad of juniors next day, showed much greater severity than seems to be usual. He, in fact, bullied his squad, and so exasperated one of the number that the latter stepped out of the ranks and insulted him. The sergeant-cadet declined to make a formal report of this matter, but applied to the governor of the school for leave to fight a duel with his antagonist, offering, if necessary, to resign his stripes in order to be on a footing of equality with him. The governor refused the permission, but summoned a court of inquiry, who reported that the sergeant "had behaved in every way as a man of honour," and recommended that his insulter should be severely punished. The same evening a number of cadets, headed by the junior whom the court had censured, went to the sergeant's dormitory, scattered his regimentals, "lumbered" his cot, poured oil over his papers, and wound up by tossing him in a blanket. Of course, the sergeant reported this, and a new court was summoned. It began by expelling the junior who had stepped out of the ranks and then acted as ringleader in the assault on the sergeant, and decreed that if ten of the others who had joined in this assault did not give themselves up by noon the next day, lots would be drawn by the whole school, and four more cadets expelled. On hearing his sentence the junior who was actually expelled rushed to his room and tried to commit suicide by opening a vein of his arm with a razor. The remainder of the school, "in a state of the wildest excitement," say the papers, proceeded to draw lots as to which ten should give themselves up, one cadet alone surrendering himself spontaneously. On the morrow at noon, as had been ordered beforehand, the whole school were paraded opposite two prison vans which were to convey the ten victims to the military prison in the Rue do Cherche-Midi for a month's solitary confinement. The officers of the school were visibly affected. Two or three could not refrain from sobbing. The cadet-sergeant, who was the hero of all the hubbub, staggered weeping up to the governor and implored him to pardon the culprits, but the governor, although himself overcome with emotion, would relent no further than commuting to a fortnight's imprisonment the sentence on the cadet who had given himself up of his own accord. Now there are points in this singular business which must concern not Frenchmen alone, but all who take any interest in the French army and its so-called regeneration. To begin with, is it not a rather grave matter that among a body of young men, who will shortly become officers, and as such be expected to set a pattern of honour to the whole country, but a single one should have been found to step out manfully and face the consequences of his misconduct? What can be the moral condition of the others, who, though guilty, shrank from giving themselves up, and are now suffering some probably innocent comrades to undergo a month's imprisonment in their stead? Then, again, it argues a strange want of harmony between the cadets and their officers when conduct which the lattter eulogize as in every way honourable should be banned by the former as deserving of Coventry. One could understand such antagonism between schoolboys and their masters; but the St. Cyrians are gentlemen who are preparing for some of the most important duties which can be intrusted to a man, and it might fairly be expected that they should entertain relations of a friendly and pleasant character with the officers who are training them. As to the offence of stepping out of the ranks and insulting his sergeant, that might be passed over briefly if it were the isolated act of one hot-headed young man, but followed as it was by a raid of 50 other cadets on this one sergeant, it looks as if French youths had learnt nothing by the events of the late war and the frightful catastrophes to which the want of discipline gave rise. The governor and his staff appear to have acted with judgment, but, taking the account of their demeanour on parade as we find it in the papers, we must consider their emotion and sobbing to have been particularly ill-timed. It is precisely by this affection of soft-heartedness in the award of the most lenient and most richly deserved punishments that Frenchmen have shaken all respect for authority and encourage such writers as M. de Girardin to question the right of society to inflict any punishment at all—the more so as the tears and sobs spring from no deep-seated feeling of humanity. The officer who weeps to-day in slightly punishing a grave breach of dicipline would shoot down revolutionists and their wives by the score to-morrow without compunction. The two prison vans which conveyed the misdemeanants to the common prison of military defaulters are the only pleasant feature in this whole business; and it is to be hoped for their own sakes that the ten young gentlemen who stepped into those vehicles were too much bewildered by their own emotions to notice that of the general who had sentenced them to this wholesome journey. On the whole, we are not surprised to learn that the authorities at St. Cyr and the War Office should have been greatly vexed at the circumstances of this affair having been made public, and we can well sympathize with the journals who speak with bitterness and chagrin of so pitiful a scandal. To a Bismarckist German reading of it, the business must have been but too welcome; to a Frenchman it can only suggest such reflections as those we find in the *Temps*, which asks whether cadets had not better pass their probationary stage in the army itself instead of in a costly college maintained by the State, where they clearly fail to learn those simple rudiments of order and obedience which raw recruits are taught in a single month.—*Pall Mall Gazette*.

SUFFERINGS AT SEA.

THE White Star steamer Tropic, which arrived at Montevideo on the 25th of February, homeward bound, had on board the captain and two other survivors of the British bark Elwell, who had undergone the most dreadful hardships during ten weeks in an open boat, until picked up in Magellan's Straits by the Tropic. The bark J. W. Elwell was of St. John's, New Brunswck, the property of Messrs. J. B. Troop and Co., and had a cargo of coal from Cardiff for Valparaiso, being a fine new vessel with a ship's company of 15, including the captain. After doubling Cape Horn the ship was discovered to be on fire, from spontaneous combustion of the coal, and during five days the captain vainly tried to put out the flames or make progress towards some Chilian port, two of the sailors dying from over exertion or perhaps partly suffocated by the smoke. On the 6th or 7th of December they had at last to abandon the ship, which went down a few hours after they had left her. They were then some hundreds of miles, in the Pacific ocean, distant from the nearest land. The captain had time before leaving the burning ship to procure 10 days' provisions, and then got into the boat with his 11 officers and sailors and the stewardess, the latter being the cook's wife. The westerly winds favoured his making the Straits of Magellan where he expected to fall in with some steamer going through. Unfortunately the rudder had got broken when leaving the ship, and, hoisting a sail, the captain did his best to steer with an oar. Rain, hail, and snow were almost continuous both before and after reaching the mouth of Magellan's Straits, and the sufferings of the men were so dreadful that they began to succumb one after another, the survivors committing the corpses to the deep. It is impossible to describe the adventures and privations of these poor people in wet clothes for weeks together, and trying to obtain sustenance from mussels on the rocks of the islands. At times they ventured ashore for fresh waters regardless of the danger of meeting Fuegian cannibals When all Captain Wren's companions but two had perished he still resolutely pushed through the numerous islands for the main channel frequented by steamers, hoping eventually to be picked up before their little remaining strength was gone. The stewardess seems to have been a woman of remarkably strong constitution; she had now survived all but Captain Wren and the one remaining sailor. The steamer Tropic, which had been detained five days by adverse weather from entering Magellan's Strait, on the Pacific side, had come about 50 miles through the Straits when she saw a boat containing two men and a woman, who signalled for help, and were promptly taken on board, after 71 days spent in the boat. Captain Wren, his sailor, and the stewardess speak in the highest terms of the kindness shown them on board the steamer. As soon as Mr. W. D. Evans, the ship purveyor of Montevideo heard the melancholy details he sent off a complete outfit for each of the survivors, who left the same evening in the Tropic for England." "If scientific men" (says the Montevideo correspondent of the *Buenos Ayres Standard*), "could devise some means of guarding against such cases of coal combustion on sea as we have just recorded, it would be a great service. No fewer than 20 vessels with Cardiff coal have perished in this manner near our coasts within the last few years. It is only two years ago since the survivor of three vessels belonging to the same owner entered this port with the crews of the others (she was the Tapley), and was then scuttled to put out the coal afire under the hatches.

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Prepared from the receipt of an eminent Physician, and experience has fully justified their recommendation as the most speedy remedy in irritation of the Throat, Catarrhal Coughs, Bronchitis, Incipient Consumption, Spitting of Blood, &c., &c. To public Speakers and Vocalists they will be found invaluable, as they impart a clear and beautiful tone to the voice. Free from any preparation of Opium, and of an agreeable taste, they are applicable to all.

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INTEREST is allowed at two PER CENT. per annum on the minimum monthly balances.

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Our Rates of Interest on Deposit Accounts will be as follows until further notice:—

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" 21 " " ...3 " " } ceeding Rs. One Lac.

LOANS granted on French Rente and other approved Securities.

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14, Rampart Row.

HOTELS.

THE
ESPLANADE HOTEL
(WATSON'S)
BOMBAY.

PATRONISED BY
SIR PHILIP WODEHOUSE, K.C.B.,
AND
HIS EXCELLENCY
REAR-ADMIRAL CUMMING, C.B.,
COMMANDER-IN-CHIEF, EAST INDIA STATION.

THE ESPLANADE is the only First-class HOTEL in BOMBAY, and it is situated in the coolest and most healthy part of the Island. It is open to the Sea breeze on every side, is within five minutes' walk of all the Government and Public Offices, the Wellington Pier, where the Mails are shipped and Passengers embark for Europe, and either Railway Terminus.

Passengers travelling by the G. I. P. Railway should book to BOREE BUNDER, and by the B. B. & C. I. to CHURCH GATE STREET STATION.

BOARD AND LODGING PER DAY, Rs. 8-12.
NO EXTRAS.

The Hotel Servants and Conveyances wait the arrival of each Train.

W. MAULE, Manager.

ALEXANDRA HOTEL, MATHERAN.—MR. J. C. PINTO, the Proprietor, begs to inform the Public that the above Hotel, so well known for its excellent accommodation, is now OPEN for VISITORS. There are three separate Bungalows attached to the Hotel, well adapted for Families. Superior articles are supplied at moderate Prices, and every care is taken for the comfort of the Visitors. The Hotel is well situated, occupies a central position and nearest to the station, and is in a breezy locality, under the shade of large trees, which diminish the glare and keep the extensive compound always fresh and cool. Mr. Pinto has also some houses to Let, and undertakes to look after Bungalows on the Hill at a charge of Rs. 30 per annum.

BYCULLA HOTEL,
(BY JEEWANJEE & Co.,)
JUNCTION OF BELLASIS AND CLARE ROADS, BYCULLA.

BYCULLA HOTEL, which is within a few minutes' walk of the Byculla and Grant Road Railway Stations, is acknowledged to be the best in Bombay. Having been built expressly for such an Establishment, the building possesses advantages over Bungalow Hotels, special care having been taken in the arrangements of the Rooms, which are large and lofty, to secure the best ventilation, and thus to keep the whole Hotel cool. The furnishings and fittings have been selected with a special view to affording the greatest comfort to Residents and Visitors, and ample accommodation has been provided for Families. The Table is supplied in a manner unsurpassed in Bombay, and care is taken that the Wines and other Liquors are of the first quality.

Adjoining the large Dining Saloon are a Library and six fine Billiard Tables.

Hot and Cold Baths always ready.

Extensive Garden

VISITORS ARRIVING BY TRAIN SHOULD BOOK FOR
BYCULLA STATION,
and NOT for BOREE BUNDER.

JEEWANJEE & Co.

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TUDOR COMPANY'S ICE HOUSE,
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THE FOLLOWING
IS AN
EXTRACT FROM A LETTER

dated 15th May, 1872, from an old inhabitant of Horningsham, near Warminster, Wilts:—

"I must also beg to say that your Pills are an excellent Medicine for me, and I certainly do enjoy good health, sound sleep, and a good appetite; this is owing to taking your Pills. I am 78 years old.

Remaining, Gentlemen, yours very respectfully, L.S.

To the Proprietors of
NORTON'S CAMOMILE PILLS, London.

WINES, SPIRITS, BEER, &c.

IMPORTANT NOTICE.

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BOMBAY BRANCH.

BONA FIDE SALE OF WINES AND SPIRITS AT COST PRICE.
(CONSISTING OF SEVERAL THOUSAND DOZENS OF CHOICE BRANDS.)

IN consequence of the demise of one of our Partners, it has been deemed expedient, with a view to a REDUCTION of STOCK and speedy settlement of account with the Executors of the deceased, to offer the following at Cost Price:—

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	Per doz. Rs. a.
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Class 1—A full-flavoured Wine	14 0
Do. 2—A pale dry do.	19 0
Do. 3—A pale delicate and dry Dinner Wine	22 8
Do. 4—Extra fine, very dry and delicate	27 8
Amontillado—Extra dry and well matured	28 0
BUCELLAS.	
A delicate and light Wine	1 0
MARSALA.	
A nice Dinner Wine, East India character	14 8
MADEIRA.	
Very fine old choice East India Madeira	30 0
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Class 1—A pure fruity Wine	14 8
Do. 2—A full-flavoured mellow Wine	19 8
Do. 3—A fine old *Tawny* Burgundy Port	24 0
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A light Wine—Pure Epernay	26 0
1864 Vintage, extremely delicate and very dry	39 0
Geisler's	
SPARKLING MOSELLE.	
Fine Sparkling	29 0
Very superior	36 0
SPARKLING HOCK.	
Fine Sparkling	29 0
Very superior	36 0
STILL HOCK.	
Fine light Hock	14 0
Extra quality	19 0
Very superior	27 0
STILL MOSELLE.	
Extra quality	19 0
Very superior	25 0
CLARET.	
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Breakfast Wine	9 8
Dinner Wine	16 0
After-Dinner Wine	23 0
Do. fuller-bodied—1865 Vintage	29 0
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Sparkling Red	31 0
Do. White	31 0
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This is a very choice Wine. In original flagons	20 0
CHABLIS.	
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Do. more body	19 0
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A pure wholesome Wine	16 0
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Payne & Co.'s Green Vine Leaf	26 8
Payne & Co.'s Trade Mark	22 0
Hennessy's	19 8
Exshaw's No. 1	31 8
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Do. Irish	17 8
RUM.	
Fine Pine Apple Jamaica	16 0
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Dutch Curaçoa	34 0
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Father Kermann's	38 0
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Swaine & Boord's Orange Bitters	14 0
Nouilly Pratt's Vermouth	15 0

Our object, in offering our Wines for sale at Cost Price, is, as before stated, speedy realization of assets and settlement of account.

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Their own special bottling, in magnificent condition, in casks of 3 dozens quarts and 6 dozens Pints, none superior in the market.

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Credit allowed, references being satisfactory. Liberal Discount for Cash. Unexceptional terms to Merchants and Traders buying largely. Wines, &c., shipped to Merchant's Brand if desired

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DESCRIPTIVE PRICE LIST
ON APPLICATION AT
DEAN LANE, BOMBAY.

D. S. KEMP & CO.'S
HOUSEHOLD CLARET.

Recent accurate analyses of this Wine have proved it to be one of the purest in the Bombay market.

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The Wines associated with it in the order of quality and purity are—One superior at Rs. 30 per dozen, and two inferior at Rs. 26 and Rs. 18 per dozen respectively. This gratifying result shows that D. S. K. & Co.'s efforts to place a pure, wholesome, and cheap Wine within the reach of all have been perfectly successful.

Per dozen Quarts—Rs. 9; Pints—Rs. 5.

AROMATIC DISTILLATE, per Bottle Rs. 1-8.

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The Patentees and Sole Manufacturers of the well-known Patent Wrought Nails, commonly known as
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desire to make it known that they have adopted a "Star" or "Cross" as their Trade Mark, and that all Nails now made and sent out by them, except clasp, bear this mark upon their heads, and that within every Package sent from their Works is also placed a card bearing their name and address.

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Best Manilla Rope, at Rs. 38 per cwt.
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Superfine wheat flour, fresh, Rs. 13 per cwt.
Best sizing do. do.
Sizing do. do.
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N.B.—The Trade supplied at moderate rates.

BRISTOL'S SARSAPARILLA

IS prepared in the most scientific manner, by thoroughly educated Chemists and Druggists, who have had many years' experience. It is not a simple extract from one article, but is compounded of extracts from a number of Roots, Herbs, Barks, and Leaves, all of which are possessed of some particular virtue or power in curing the diseases that have their source in the blood and humours; and these different vegetable extracts are combined in such a way as to retain, in its full strength, the special curative virtue possessed by each. The root of the Sarsaparilla plant, found in Honduras, is that which we use in this preparation; it is the kind which all medical men esteem most. About fifty per cent. of Bristol's Sarsaparilla consists of this concentrated extract, the remainder, as above stated, being composed of extracts from other powerful, cleansing, and healing vegetable substances. It does not contain anything that is dangerous or injurious to health, and in this, as in nearly every other respect, is entirely different from all other preparations sold under the name of Sarsaparilla.

By having our own agents at the places where the various roots, drugs, herbs and plants, composing our medicines, are produced, we are enabled to exercise that constant care in selection which insures uniformity of excellence; and we spare no money and no effort to procure the best—and only the best—of every article entering into their composition; and it is with the most abiding confidence we say, to the sick of all nations and all countries, that in Bristol's Sarsaparilla you have a remedy more reliable than any before offered to you, and which will not disappoint you in the cure of

Salt Rheum, Tetter, Scald Head,
Nervous and General Debility,
Old Sores, Ulcers, Tumours,
Abscesses, Boils, Eruptions,
Scrofula, or King's Evil,
Female Derangements,
White Swellings,
Fever and Ague,
Chills and Fever,
& Dumb Ague.

As a means of building up the constitution that has been broken down by the excessive use of Mercury, Iron, or other Minerals, our Sarsaparilla will be found most excellent, and can be administered with safety to the weakest patients. As a purifier of the blood and humours, in the Spring and early Summer, it will be found unfailing. It can be taken freely at all seasons, rainy or dry. For some of the above diseases, especially for Sarsaparilla must be continued a considerable time, especially for those that are hereditary or constitutional in their nature—such as Scrofula: but a faithful compliance with the directions will always relieve and mitigate, and in a great majority of cases will effect a complete cure. It will also be found, in all of the above diseases, that a cure will be greatly hastened by using our Bristol's Sugar-coated pills, in moderate doses, in connection with the Sarsaparilla; they carry off large quantities of morbific or diseased matter set free in the system by the Sarsaparilla, and in this way facilitate the return of normal functional operations.

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AGENTS FOR WESTERN INDIA.

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Calcutta	Wyman & Co.
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Ootacamund	"Observer" Office.
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HAIR DRESSING & SHAMPOOING SALOON
IS NOW OPEN,
17, CHURCH GATE STREET,
NEXT TO MESSRS. CARR BROTHERS.
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BAPTY'S BRAN is the BEST FOOD FOR HORSES. Price 10 annas per maund.
SHIP AND CABIN BISCUITS, Superfine kiln-dried FLOUR, (*fresh ground*) always on hand.
BAPTY'S "ROYAL" BISCUITS *reduced* to 6 annas per pound
Confectionary of all descriptions.
Excellent Ice Boxes for sale.
Mill and Bakery, Falkland Road, Fort Shop, 2, Meadow Street, Bombay.

ALWAYS ON HAND,
AT
P. GRANT AND SON'S,
2, RAMPART ROW,
SADDLERY AND HARNESS
OF EVERY DESCRIPTION,
WHIPS SPURS,
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MILITARY ACCOUTREMENTS.

G. NICOLL & CO.,
BOOT AND SHOE-MAKERS,
30, MEADOW STREET, BOMBAY, AND
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Have always on hand a very select Stock of Ladies', Gentlemen's, and Children's Boots and Shoes.

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Every description of SADDLES, BRIDLES, HARNESS, HORSE CLOTHING, SADDLE CLOTHS, HUNTING, RIDING and DRIVING WHIPS, always on hand.

ORDERS promptly attended to, and the repairs of Saddlery, Harness, &c., carefully executed.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or Reference for Payment in Bombay.

F. ROWLAND,
CONTRACTOR FOR ARMY ACCOUTREMENTS,
BELLASIS ROAD, BYCULLA,
BOMBAY.
MANUFACTURER OF EVERY DESCRIPTION
OF
MILITARY, SADDLERY, AND HARNESS,
CAVALRY, INFANTRY, AND POLICE ACCOUTREMENTS, &c., &c.,

DOUBLE AND SINGLE LEATHER MACHINE BANDS, FIRE ENGINE HOSE AND BUCKETS MADE TO ORDER. LEATHER and MATERIALS for REPAIRS of HORSE ARTILLERY and CAVALRY EQUIPMENTS SUPPLIED to REGIMENTAL OFFICERS at MODERATE RATES.

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SILICATED CARBON.

Half Gallon	Rs. 9
One Gallon	" 12
Two Gallons	" 20
Two Gallons, Marbled, Elegant	" 22

LIPSCOMBE'S PATENT.

Half Gallon	Rs. 8
One Gallon	" 12
Two Gallons	" 15

D. S. KEMP & Co.

CAUTION.

BETTS'S PATENT CAPSULES.

The Public are respectfully cautioned that BETTS'S Patent Capsules are being infringed.

BETTS'S name is upon every Capsule he makes for the leading Merchants at Home and Abroad,

and he is the ONLY INVENTOR and SOLE MAKER in the United Kingdom.

ALUMINIUM WATCHES, £1 1s.; £1 10s.; £1 15s.; extra jewelled, £2 2s.

KEYLESS WATCHES, £1 10s., £2 2s., £3 3s., £4 4s. Gold Plaque, plated with Gold, £5 5s., £6 6s. Same as supplied by us to H. R. H. the Prince of Wales and the late Earl Mayo, Viceroy of India. ILLUSTRATED CATALOGUE of the Marvellous Machine-made Watches, specially adapted for use in India; also our Magazine of Cutlery, Clocks, Chains, Race Glasses, Surgical Appliances, and various useful articles for residents abroad, forwarded post free per next mail. MILLIKIN & LAWLEY, 168, Strand, London. Conjuring Tricks and Magic Lanterns in great variety. If Catalogue of these is required please mention when ordering our Magazine.

DR. J. COLLIS BROWNE'S CHLORODYNE
IS THE ORIGINAL AND ONLY GENUINE.

THE Public are CAUTIONED against the unfounded statement, frequently made, "that the composition of CHLORODYNE is known to Chemists and the Medical Profession." The fact is, CHLORODYNE was Discovered and Invented by Dr. J. COLLIS BROWNE (ex Army Medical Staff), and so named by him, and it has baffled all attempts at analysis by the first Chemists of the day. The method and secret of the preparation have never been published. It is obvious, therefore, that anything sold under the name, save Dr. J. COLLIS BROWNE'S CHLORODYNE, is a spurious imitation.

CAUTION.—Vice-Chancellor Sir W. P. WOOD stated that Dr. COLLIS BROWNE was undoubtedly the Inventor of CHLORODYNE.

REMEDIAL USES AND ACTION.

This invaluable remedy produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium. Old and young may take it at all hours and times when requisite. Thousands of persons testify to its marvellous good effect and wonderful cures, while medical men extol its virtues most extensively, using it in great quantities in the following diseases:—Cholera, Dysentery, Diarrhœa, Colics, Coughs, Asthma, Rheumatism, Neuralgia, Whooping Cough, Cramp, Hysteria, &c.

EXTRACTS FROM MEDICAL OPINIONS.

The Right Hon. Earl Russell communicated to the College of Physicians, and J. T. Davenport, that he had received information to the effect that the ONLY remedy of any service in Cholera was CHLORODYNE.—See *Lancet*, Dec. 31, 1864.

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay.—"CHLORODYNE is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after 18 months' severe suffering, and when other remedies had failed."

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	Rs.	as.	p.	Rs.	as.	p.	Rs.	as.	p.
20	91	1	4	49	14	8	38	6	0
25	98	8	0	54	0	8	39	8	0
30	106	12	8	58	12	0	43	1	4
35	116	2	8	64	2	0	47	2	8
40	126	10	0	70	4	0	51	15	1
45	138	5	4	77	4	0	57	9	4
50	151	6	8	85	5	4	64	7	4
55	166	4	8	95	7	4	73	11	4
60	184	6	8	108	15	4	86	10	8

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	Rs.	as.	p.	Rs.	as.	p.	Rs.	as.	p.
20	29	12	8	25	15	4	23	8	8
25	32	6	8	28	5	4	25	12	0
30	35	7	4	31	2	0	28	6	8
35	39	0	8	34	6	8	31	10	0
40	43	4	0	38	7	4	35	11	4
45	43	6	8	43	10	0	41	0	8
50	55	2	0	50	8	0	48	5	4
55	64	8	0	60	6	8	58	12	8
60	78	0	8	74	12	8	73	13	4

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